

APPENDIX 1.1:
APPROVED SCOPING AGREEMENT

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Charlene Hwang So

From: Mark Miller <mark@albertgrover.com>
Sent: Tuesday, April 14, 2020 9:56 AM
To: 'Heather Allen'; greg@albertgrover.com
Cc: 'Mark Miller'; 'Dave Langstaff'; Charlene Hwang So; 'Tina Andersen'
Subject: RE: 13156 Proposed Goodman Logistics Project Traffic Study SOW (AGA and Engineering Comments)

Morning Heather, both Greg W. and I reviewed both documents for the subject project and they adequately address all of our previous comments. The consultant can proceed with the traffic study work.

If you have any questions please contact me.

Thanks

Mark Miller, PE

President



We Keep Traffic Moving!

211 E. Imperial Hwy., Suite 208
Fullerton, CA 92835
P: (714) 992-2990

From: Heather Allen [mailto:HeatherA@ci.fullerton.ca.us]
Sent: Friday, April 10, 2020 6:48 PM
To: greg@albertgrover.com
Cc: mark@albertgrover.com; Mark Miller <MarkM@ci.fullerton.ca.us>; Dave Langstaff <DaveL@ci.fullerton.ca.us>; 'Charlene Hwang So' <cso@urbanxroads.com>; 'Tina Andersen' <tandersen@tbplanning.com>
Subject: FW: 13156 Proposed Goodman Logistics Project Traffic Study SOW (AGA and Engineering Comments)
Importance: High

Greg – Urban Crossroads has revised the scope. They have also prepared a response to comments per my request which I believe adequately addresses your points. Both documents and related count documents are attached. Hopefully you are in agreement with the revised scope and they can commence next week.

Heather

Heather Allen, AICP | Planning Manager

City of Fullerton | Community & Economic Development Department
303 W. Commonwealth Ave. | Fullerton CA 92832
714.738.6884 | HeatherA@cityoffullerton.com | www.cityoffullerton.com

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Regards,

CHARLENE SO, P.E.
Associate Principal



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From: Greg Wong <greg@albertgrover.com>
Sent: Tuesday, April 7, 2020 2:09 PM
To: 'Heather Allen' <HeatherA@ci.fullerton.ca.us>
Cc: 'Tina Andersen' <tandersen@tbplanning.com>; Charlene Hwang So <cso@urbanxroads.com>; 'Mark Miller' <mark@albertgrover.com>; Mark Fullerton <markm@ci.fullerton.ca.us>; Dave Langstaff <Davel@ci.fullerton.ca.us>
Subject: Proposed Goodman Logistics Project Traffic Study SOW (AGA and Engineering Comments)

Hello Heather,

Per your request, we consolidated the comments to one document. Engineering had requested that another location be studied/evaluated for trip generation. Mark did mention that this may not be required once the WPS is provided and has been reviewed.

Greg Wong, P.E.
Senior Transportation Engineer
Albert Grover & Associates
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April 10, 2020

Mr. Mark Miller
Albert Grover & Associates, for City of Fullerton
303 W. Commonwealth Avenue
Fullerton, CA 92833

SUBJECT: GOODMAN LOGISTICS CENTER FULLERTON SCOPING AGREEMENT (REVISED)

Dear Mr. Mark Miller:

Urban Crossroads, Inc. is pleased to submit this scoping agreement to the City of Fullerton for the proposed Goodman Logistics Center Fullerton development (“Project”), which is located on the northeast corner of Acacia Avenue and Orangethorpe Avenue in the City of Fullerton. It is our understanding that the Optional Site Plan for the Project will be the basis for the City-required traffic study, which consists of four buildings totaling 1,609,384 square feet (sf) (804,692 square feet of high-cube fulfillment center use and 804,692 square feet of high-cube cold storage warehouse use). The Project is anticipated to be constructed in one phase by the year 2022. A preliminary Optional Site Plan, of which the traffic study will be based on, is shown on Exhibit 1. There are 8 driveways proposed along Kimberly Avenue, 7 driveways proposed along Orangethorpe Avenue, and 1 driveway on State College Boulevard. All driveways are assumed to accommodate full access with the exception of the western most driveway on Orangethorpe Avenue (Driveway 2), which will be restricted to right-in/right-out access only for passenger cars. Access for passenger cars versus trucks at each driveway is denoted on Exhibit 1.

The purpose of this agreement is to obtain comments from City of Fullerton on the proposed traffic study scope of work. The remainder of this agreement describes the proposed analysis methodology, trip generation, trip distribution, and traffic assignment/project trips on the surrounding roadway network, which have been used to establish the proposed project study area and analysis locations.

STUDY AREA

The study area limits have been set based on feedback from City staff. The proposed intersection analysis locations have been identified on Exhibit 2.

ANALYSIS SCENARIOS

The following analysis scenarios will be analyzed for this traffic study:

- Existing (2020) – traffic counts have been conducted on 3/12/2020 (Thursday). Based on a cursory review of historic data vs. recent 2020 count data, it appears that growth is observed between the historic count data and 2020 counts. As such, it does not appear necessary to apply a growth factor to the 2020 count data.
- Opening Year Cumulative (2022) Without Project
- Opening Year Cumulative (2022) With Project

Ambient Growth for Opening Year Conditions: The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecasts for the City of Fullerton identifies projected growth in population of 141,900 in 2016 to 158,300 in 2045, or a 11.56% increase over the 29-year period. The change in population equates to roughly a 0.38 percent growth rate compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 14.0 percent, or 0.45 percent growth rate, compounded annually. Finally, growth in employment over the same 29-year period is projected to increase by 35.1 percent, or a 1.04 percent annual growth rate. The average annual growth rate between population, households, and employment is 0.62 percent per year. The Draft 2020-2045 RTP/SCS is anticipated to go before the Regional Council to be adopted in May 2020.

If the 2020-2045 RTP/SCS is not adopted in May 2020, the data from the currently adopted SCAG 2016 RTP/SCS (April 2016) growth forecasts for the City of Fullerton can be utilized as noted below:

- Growth between 2012-2040 in population is projected to increase by 16.3 percent, or a 0.54 percent growth rate compounded annually.
- Growth over the same 28-year period in households is projected to increase by 21.3 percent, or 0.69 percent growth rate, compounded annually.
- Growth in employment over the same 28-year period is projected to increase by 54.8 percent, or a 1.57 percent annual growth rate.
- The average annual growth rate between population, households, and employment is 0.93 percent per year.

We are proposing to conservatively use an ambient growth of 1 percent per year, compounded annually for the purposes of developing Opening Year Cumulative forecasts, which is more conservative than both the current and proposed RTP/SCS data for the City.

METHODOLOGY

The methodology used to evaluate peak hour intersection performance is based on the Transportation Research Board's Highway Capacity Manual (HCM), 6th Edition for both signalized and unsignalized intersections. This methodology rates operations based on peak hour delay and associated level of service (LOS). However, since the Project meets the 2019 Orange County Congestion Management Program (CMP) criteria for a CMP-level analysis (the Project will generate more than 2,400 trips per day), the intersection of State College Boulevard and Orangethorpe Avenue (CMP intersection) will be evaluated using the Intersection Capacity Utilization (ICU) methodology. As such, analysis results in both HCM and ICU will be provided for State College Boulevard and Orangethorpe Avenue only.

LEVEL OF SERVICE (LOS) CRITERIA

The Traffic Study will serve as a planning study to demonstrate consistency with the minimum LOS standards defined in the City of Fullerton's General Plan (The Fullerton Plan, May 2012). The Fullerton Plan identifies a current LOS standard of LOS D for intersections within the City of Fullerton. The following intersections are CMP intersections, where the acceptable LOS standard is LOS E, which is applicable to the CMP/ICU analysis only:

- Orangethorpe Avenue and State College Boulevard
- SR-57 Ramps and Orangethorpe Avenue
- State College Boulevard and SR-91 Ramps

LOS D will also be considered acceptable for freeway (Caltrans) facilities within the study area.

TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project.

EXISTING USE

The site located at 2001 E. Orangethorpe Avenue is currently occupied by Kimberly-Clark Worldwide, who utilizes approximately 1,210,720 square feet which includes 418,720 square feet for manufacturing and 792,000 square feet of warehousing space. The following existing data has been supplied by the existing tenant, however, where AM/PM peak hour splits or inbound/outbound splits are unavailable, the splits identified for the high-cube transload and short-term storage warehouse use (ITE Land Use Code 154) from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) has been utilized:

- **Passenger Cars:** Based on a memo provided by Kimberly Clark (dated October 24, 2019), the historical average of employees (305 employees) and contractors (20 contractors) over the last 5 years has been utilized to calculate the baseline passenger car traffic. As such, the daily passenger car traffic calculation is as follows: $(305+20) \times 2$ (inbound and outbound) = 650 trip-ends/day. The current shifts (6AM-2PM, 2PM-10PM, 10PM-6AM) have employees arriving and departing outside of the typical peak hours (7-9 AM and 4-6 PM). As such, there are no employee trips during the morning and evening peak hours. However, nominal trips are included to account for trips associated with contractors that occur during the peak hours.
- **Trucks:** As there is no historical data available for trucks, as such, no reductions have been taken to account for existing truck activity during the peak hours. Based on information supplied by Kimberly-Clark Worldwide, our understanding is that typical truck activity ranges between 30-50 inbound and outbound trucks with high-volume traffic days occurring 10-20 percent of time (where there could be as many as 80 inbound/outbound trucks per day). As such, the average of 40 inbound and 40 outbound trucks have been accounted for. The estimate of 80 trucks per day is far lower (therefore more conservative) than the number of trucks that would be estimated for 418,720 square feet of manufacturing and 792,000 square feet of warehousing use.

As shown on Table 1, the existing site currently generates a total of 730 trip-ends per day with 2 AM peak hour trips and 2 PM peak hour trips.

PROPOSED PROJECT

Trip generation rates for the Project are shown on Table 2 illustrating daily and peak hour trip generation estimates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) and the High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. The following ITE land use codes and vehicle mixes will be utilized for the Project:

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 804,692 square feet (50% of the total building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 73.0% passenger cars and 23.0% trucks; PM Peak Hour: 77.0% passenger cars and 23.0% trucks; Weekday Daily: 65.0% passenger cars and 35.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 804,692 square feet (50% of the total building square footage). The ITE Trip Generation Manual Supplement (February 2020) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. Although not specific to Orange County, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for ITE Land Use Code 154 have been utilized.

As noted on Table 2, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks.

The Project is estimated to generate a total of 3,422 trip-ends per day with 187 AM peak hour trips and 228 PM peak hour trips as shown on Table 3. Considering the trips associated with the existing use, the net new trips are 2,692 trip-ends per day with 185 AM peak hour trips and 226 PM peak hour trips. The net new trips will be evaluated for the purposes of the Traffic Study as the existing trips would be captured by the ground counts.

PROJECT TRIP DISTRIBUTIONS

The project trip distribution patterns for both passenger cars and trucks have been developed based on recent experience on other studies for similar land uses in the vicinity and comments provided by City of Fullerton staff. Passenger car distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns will be based on City truck routes, proximity to the freeway system and the applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination. The truck and passenger car trip distributions are illustrated on Exhibits 3 and 4, respectively.

SPECIAL ISSUES

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

- A truck turning template (using WB-67 design vehicle) will be overlaid on the site plan for each project driveway along Orangethorpe Avenue, Kimberly Avenue, and State College Boulevard anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turn maneuvers. In addition, the intersection of Acacia Avenue at Kimberly Avenue will also be evaluated with truck turn templates. The City's Public Works Department recommends the use of a 35-foot curb radius unless the template indicates otherwise.
- Queuing analysis to determine turn pocket storage lengths at driveways and site adjacent intersections
- Left turn signal phasing (protected only left turn and/or protected permissive left turn) should be analyzed for the intersection of Acacia Avenue and Orangethorpe Avenue on all four approaches.
- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios, specifically: State College Boulevard and Kimberly Avenue, Acacia Avenue and Kimberly Avenue, and Raymond Avenue and Kimberly Avenue.
- Evaluate sight distance at the project driveways to identify the limited use areas where height restrictions would be placed on objects located within the limited use area.
- A Traffic Study will be prepared to address peak hour operational traffic deficiencies (e.g., LOS), while the vehicle miles traveled (VMT) analysis required by Senate Bill (SB) 743 to support the Environmental Impact Report (EIR) will be prepared under separate cover.

CUMULATIVE DEVELOPMENT PROJECTS

Cumulative projects have been obtained from Fullerton, Anaheim, and Placentia for inclusion in the traffic study. Please advise if there are any other recent projects that need to be included (lists from all agencies were received the first week of March).

Mr. Mark Miller
City of Fullerton
April 10, 2020
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If you have any questions, please contact me directly at (949) 336-5982.

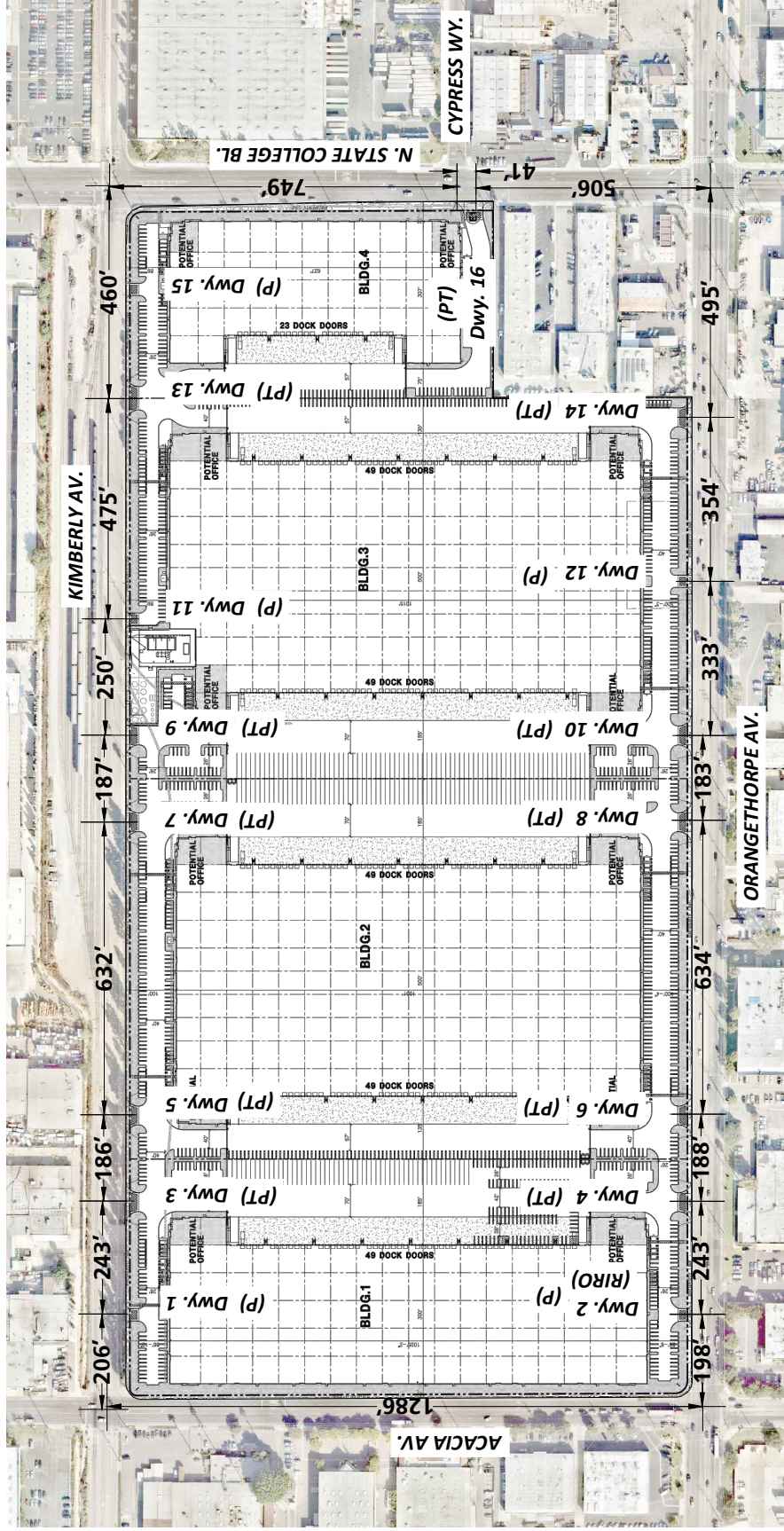
Respectfully submitted,

URBAN CROSSROADS, INC.

A handwritten signature in cursive script that reads "Charlene So".

Charlene So, PE
Associate Principal

EXHIBIT 1: PRELIMINARY SITE PLAN



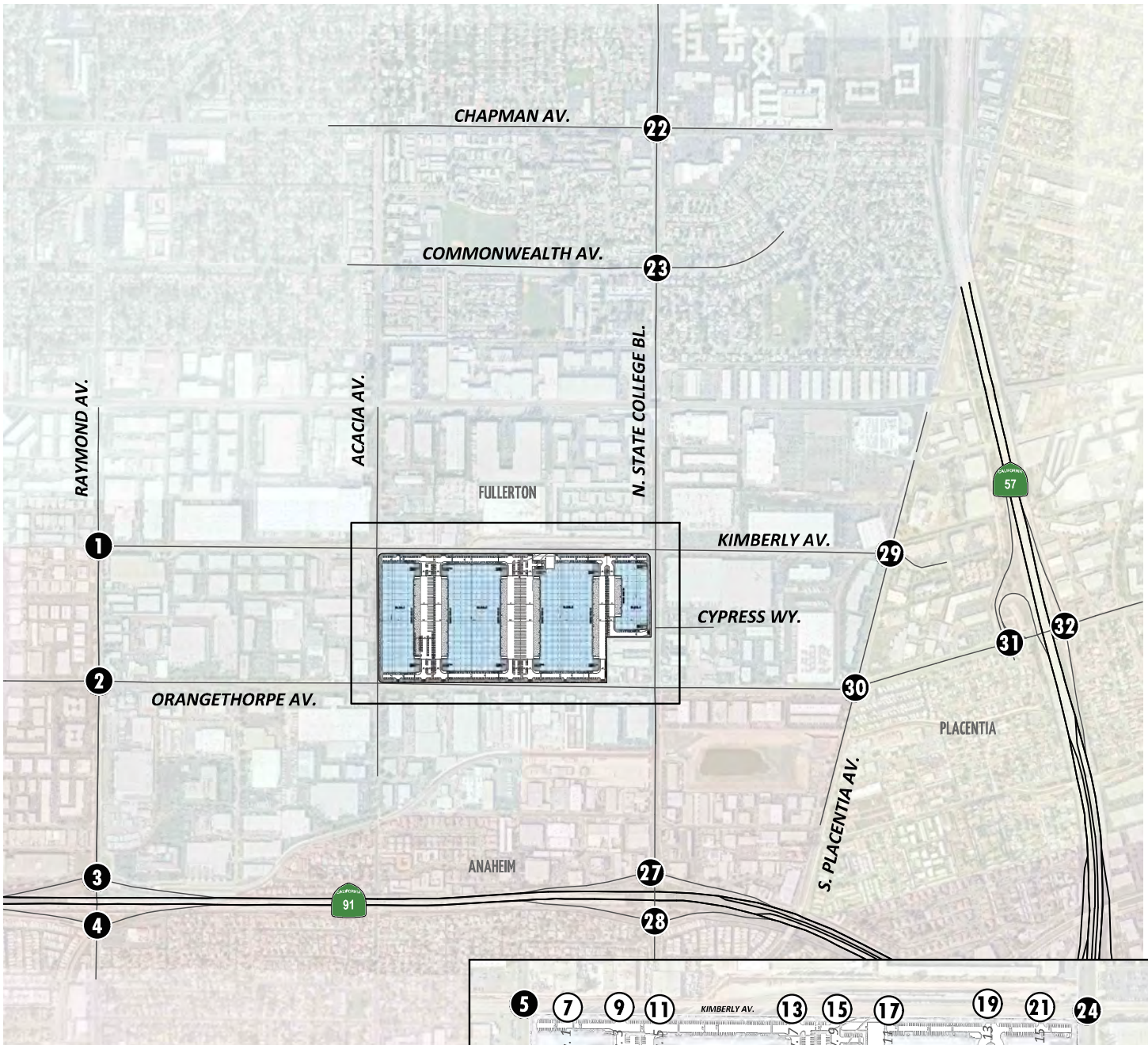
LEGEND:

- RIRO = RIGHT-IN/RIGHT-OUT ONLY ACCESS
- P = PASSENGER CARS ONLY
- PT = PASSENGER CARS AND TRUCKS

NOTE: UNLESS NOTED, ALL DRIVEWAYS ARE ASSUMED TO BE FULL ACCESS.



EXHIBIT 2: LOCATION MAP



LEGEND:

- 0 = EXISTING INTERSECTION ANALYSIS LOCATION
- 0 = FUTURE INTERSECTION ANALYSIS LOCATION
- 0 = CMP INTERSECTION

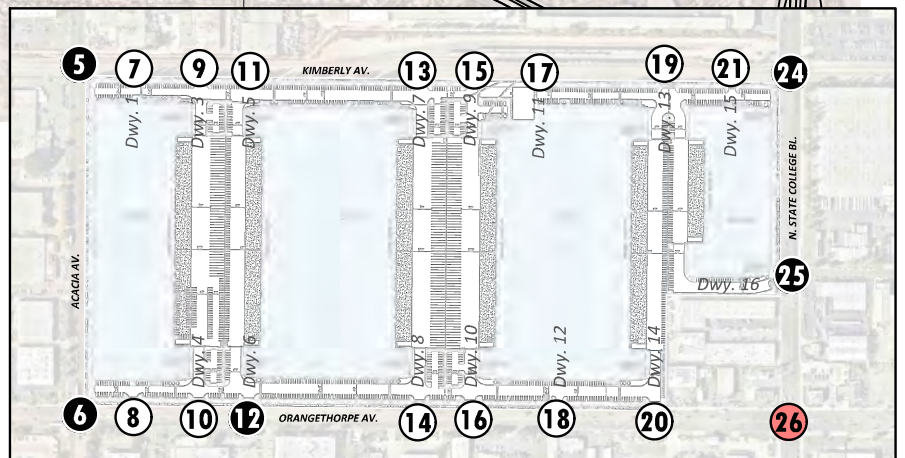
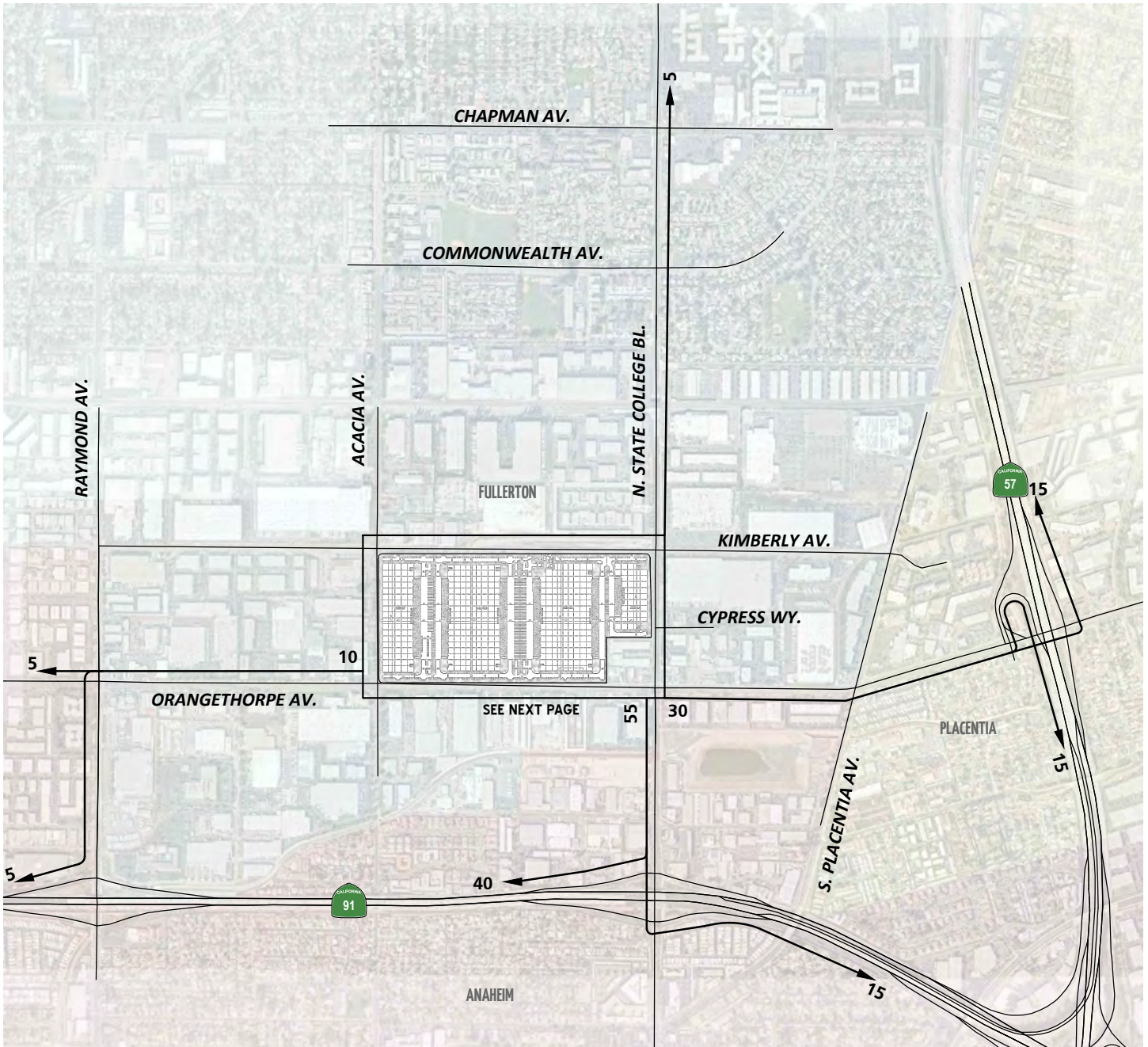


EXHIBIT 3 (1OF2): PROJECT (TRUCK) INBOUND AND OUTBOUND TRIP DISTRIBUTION

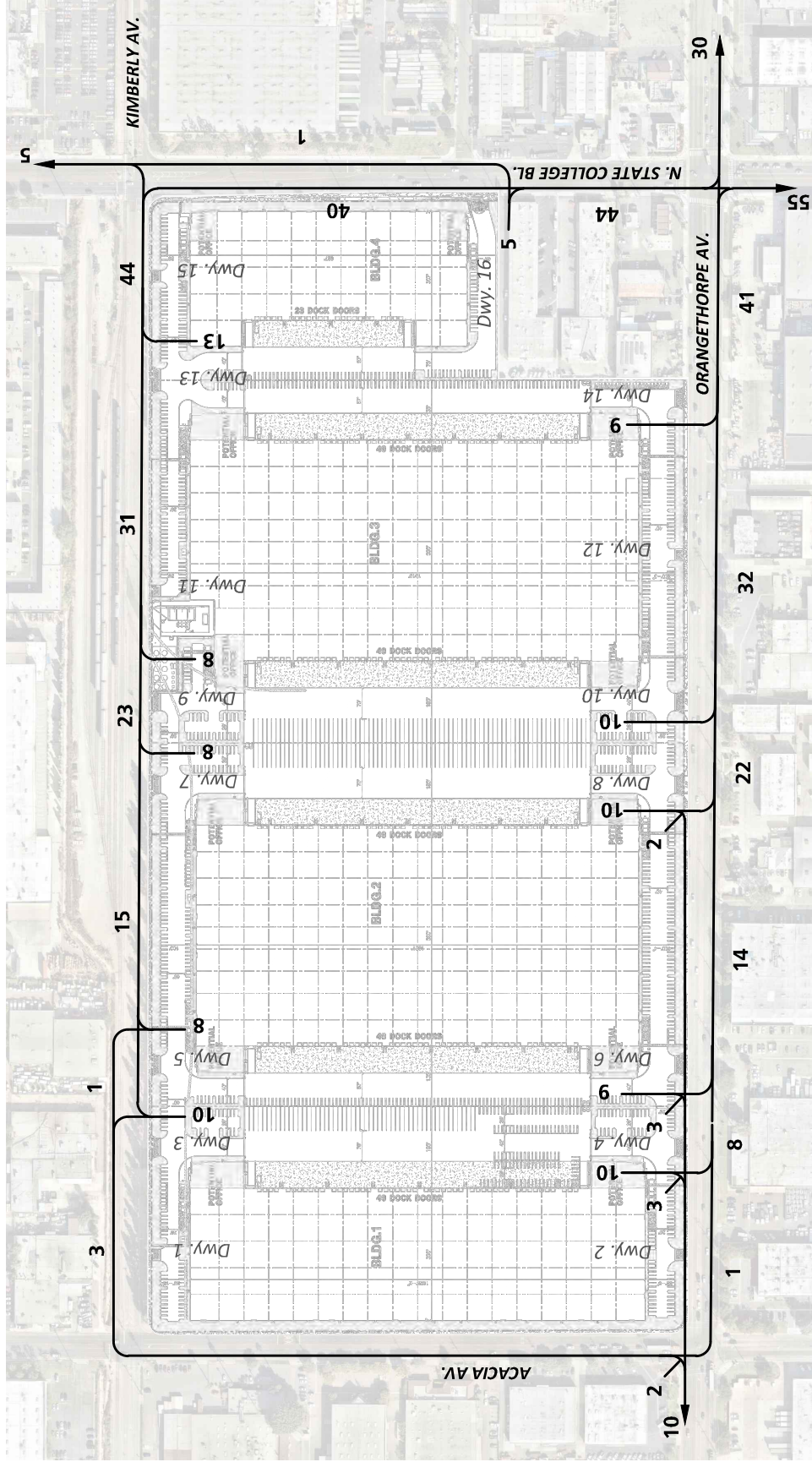


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 3 (2OF2): PROJECT (TRUCK) INBOUND AND OUTBOUND TRIP DISTRIBUTION

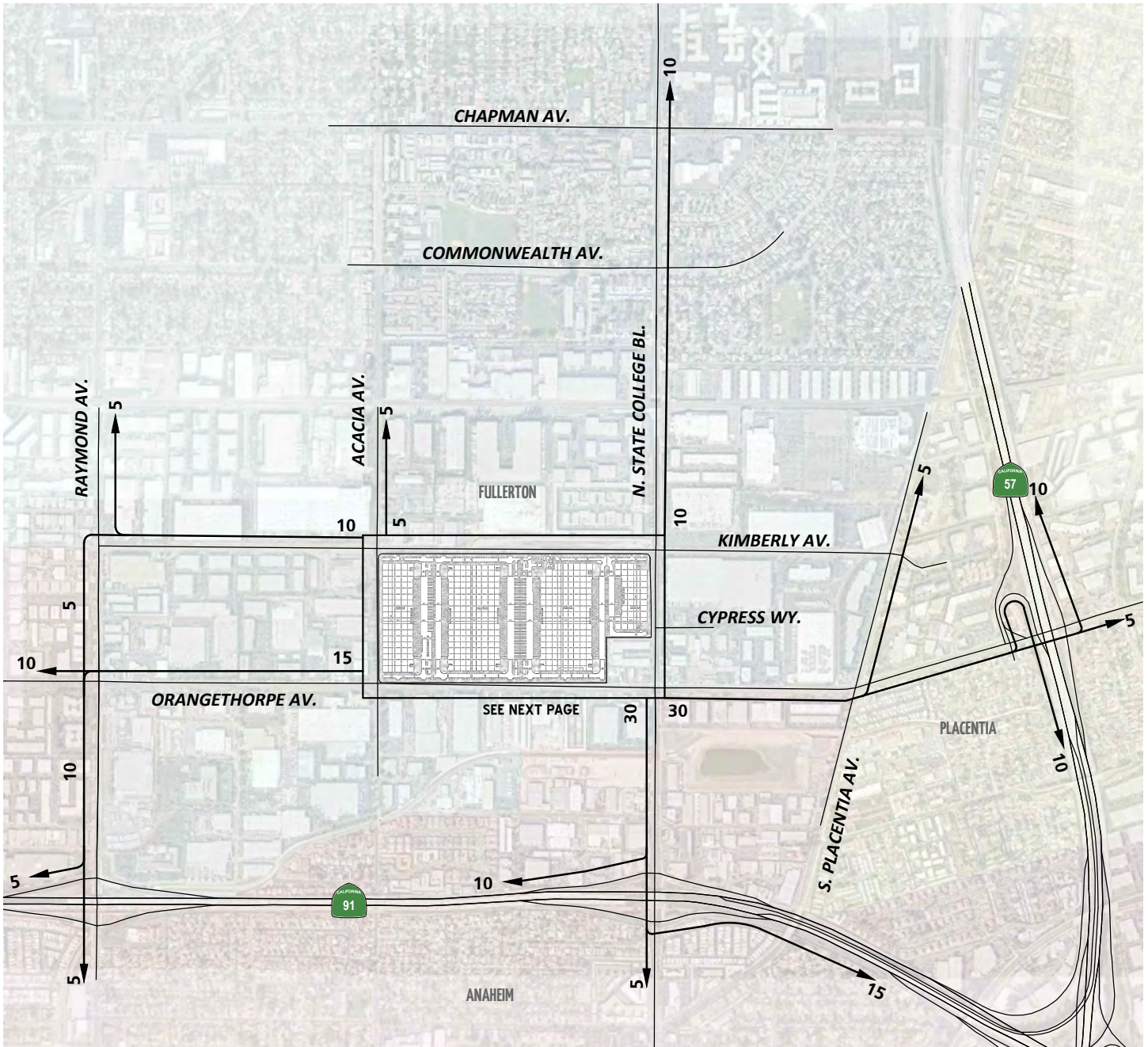


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 4 (1of3): PROJECT (PASSENGER CAR) INBOUND AND OUTBOUND TRIP DISTRIBUTION

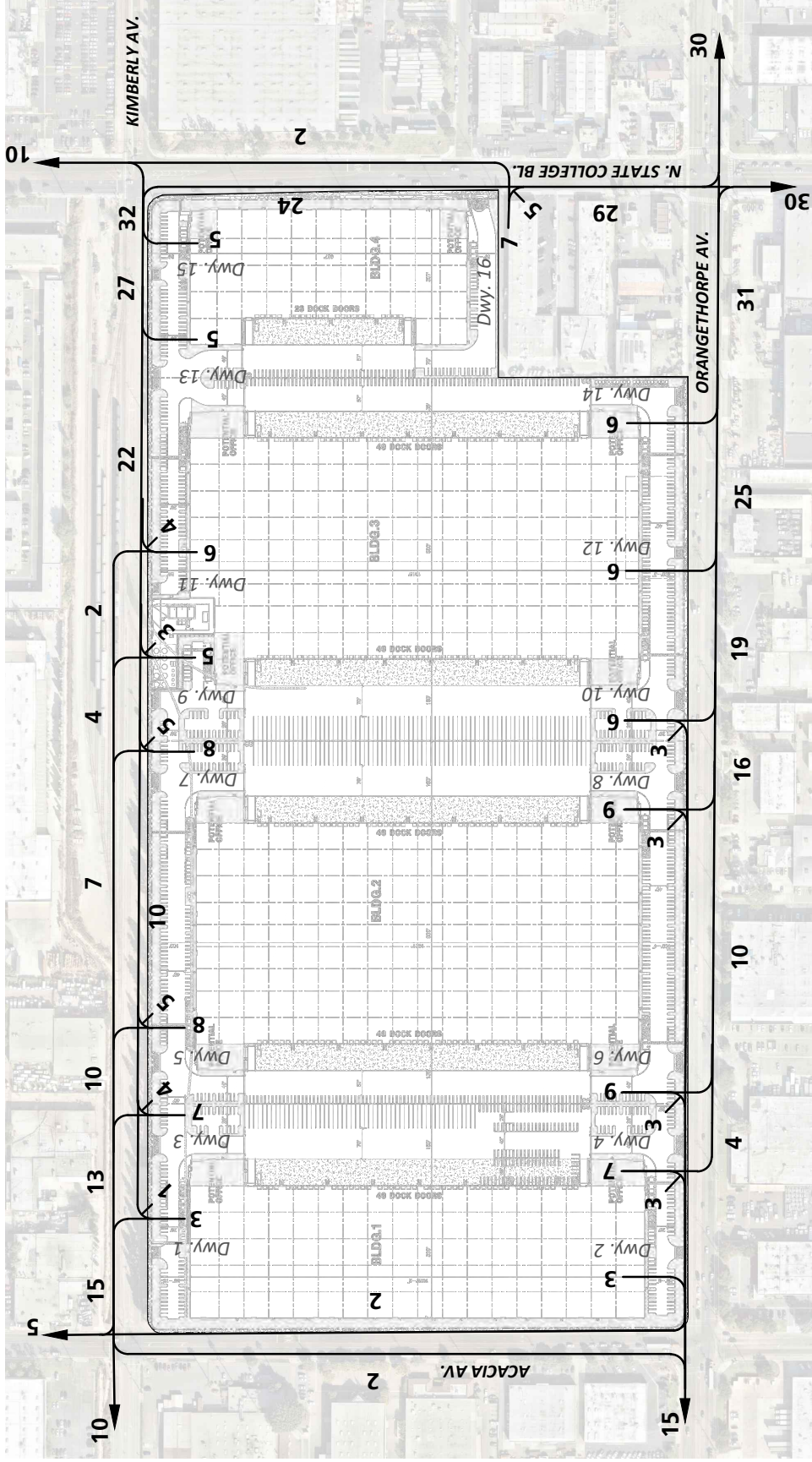


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 4 (20F3): PROJECT (PASSENGER CAR) OUTBOUND TRIP DISTRIBUTION

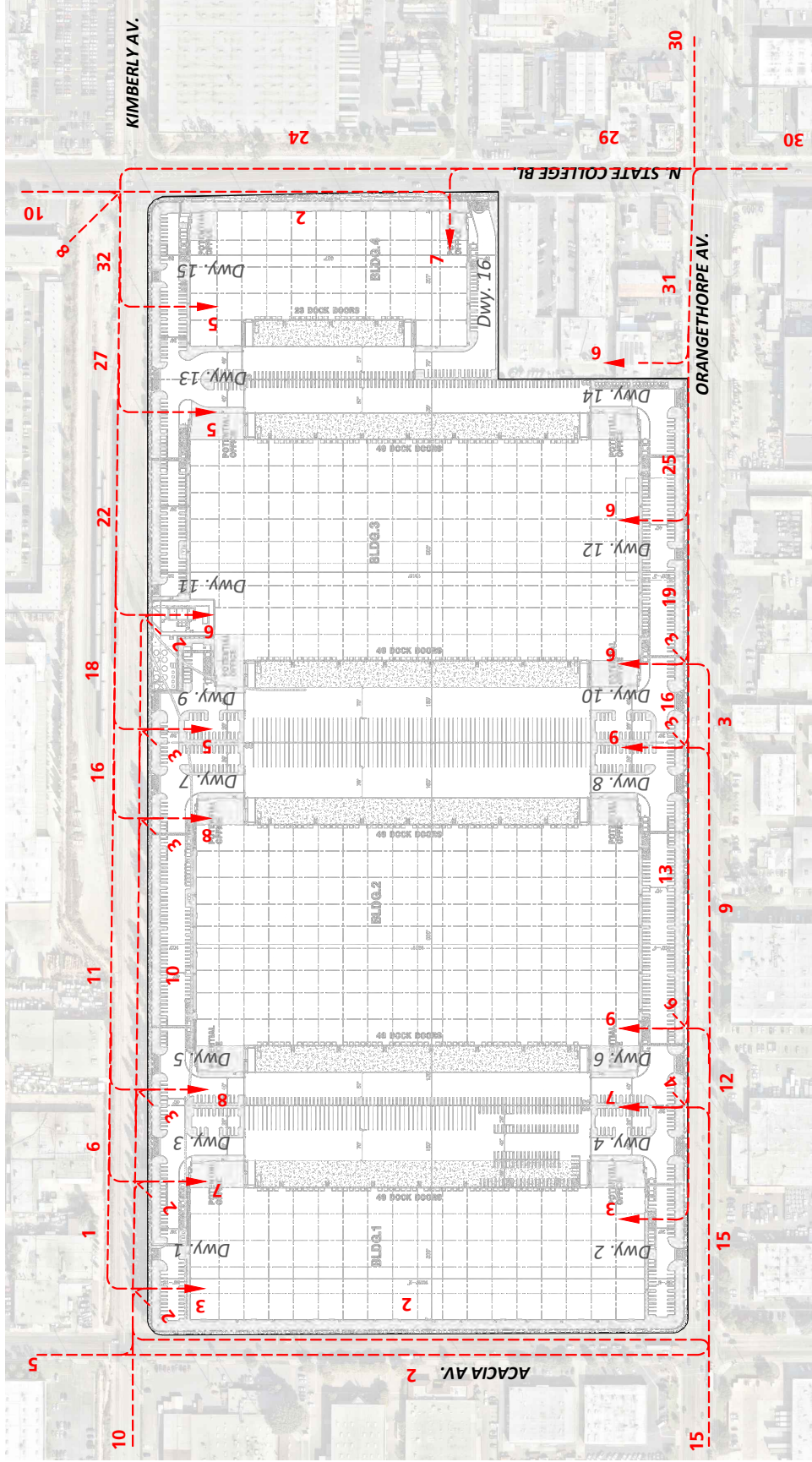


LEGEND:

10 = PERCENT FROM PROJECT



EXHIBIT 4 (30F3): PROJECT (PASSENGER CAR) INBOUND TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO PROJECT



Table 1

Existing Trip Generation Summary

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles)							
Existing: Kimberly Clark Worldwide							
Passenger Cars:	1	1	2	1	1	2	650
Truck Trips:							
2-axle:	0	0	0	0	0	0	0
3-axle:	0	0	0	0	0	0	0
4+-axle:	0	0	0	0	0	0	80
- Truck Trips (Actual)	0	0	0	0	0	0	80
TOTAL TRIPS (Actual)¹	1	1	2	1	1	2	730
Trip Generation Summary (PCE)							
Existing: Kimberly Clark Worldwide							
Passenger Cars:	1	1	2	1	1	2	650
Truck Trips:							
2-axle (PCE = 1.5):	0	0	0	0	0	0	0
3-axle (PCE = 2.0):	0	0	0	0	0	0	0
4+-axle (PCE = 3.0):	0	0	0	0	0	0	240
- Truck Trips (PCE)	0	0	0	0	0	0	240
TOTAL TRIPS (PCE)¹	1	1	2	1	1	2	890

¹ TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 2

Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
High-Cube Fulfillment Center Warehouse ³	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
		Passenger Cars	0.079	0.024	0.103	0.040	0.104	0.144	1.750
		2-4 Axle Trucks	0.006	0.002	0.008	0.003	0.008	0.011	0.162
		5+-Axle Trucks	0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse ⁴	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
		Passenger Cars (AM-73.0%; PM-77.0%; Daily-65.0%)	0.062	0.018	0.080	0.025	0.067	0.092	1.378
		2-Axle Trucks (AM-9.37%; PM-7.98%; Daily-12.15%)	0.008	0.002	0.010	0.003	0.007	0.010	0.257
		3-Axle Trucks (AM-2.97%; PM-2.53%; Daily-3.85%)	0.003	0.001	0.003	0.001	0.002	0.003	0.082
		4-Axle+ Trucks (AM-14.66%; PM-12.49%; Daily-19.01%)	0.012	0.004	0.016	0.004	0.011	0.015	0.403
Passenger Car Equivalent (PCE) Trip Generation Rates⁵									
High-Cube Fulfillment Center Warehouse ³	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
		Passenger Cars	0.079	0.024	0.103	0.040	0.104	0.144	1.750
		2-4 Axle Trucks (PCE = 2.0)	0.012	0.004	0.016	0.006	0.016	0.022	0.324
		5+-Axle Trucks (PCE = 3.0)	0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse ⁴	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
		Passenger Cars	0.062	0.018	0.080	0.025	0.067	0.092	1.378
		2-Axle Trucks (PCE = 1.5)	0.012	0.004	0.015	0.004	0.010	0.014	0.386
		3-Axle Trucks (PCE = 2.0)	0.005	0.002	0.007	0.002	0.004	0.006	0.163
		4-Axle+ Trucks (PCE = 3.0)	0.037	0.011	0.048	0.012	0.033	0.045	1.209

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).
High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

² TSF = thousand square feet

³ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
 Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁴ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.
 Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
 Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁵ PCE factors are: 1.5 for 2-axle, 2.0 for 3-axle, and 3.0 for 4+-Axle.

Table 3

Project Trip Generation Summary

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary (Actual Vehicles)									
High-Cube Cold Storage	804.692	TSF							
Passenger Cars:			50	15	65	20	54	74	1,110
Truck Trips:									
2-axle:			6	2	8	2	6	8	208
3-axle:			2	1	3	1	2	3	66
4+-axle:			10	3	13	3	9	12	324
- Truck Trips			18	6	24	6	17	23	598
<i>SUBTOTAL TRIPS (Actual)²</i>			68	21	89	26	71	97	1,708
High-Cube Fulfillment	804.692	TSF							
Passenger Cars:			64	19	83	32	83	115	1,408
Truck Trips:									
2-4 axle:			5	1	6	2	6	8	130
5+-axle:			7	2	9	2	6	8	176
- Truck Trips			12	3	15	4	12	16	306
<i>SUBTOTAL TRIPS (Actual)²</i>			76	22	98	36	95	131	1,714
<i>Passenger Cars</i>			114	34	148	52	137	189	2,518
<i>Trucks (Actual)</i>			30	9	39	10	29	39	904
<i>Subtotal Trips (Actual)²</i>			144	43	187	62	166	228	3,422
<i>Existing Trips (See Table 1)</i>			1	1	2	1	1	2	730
<i>NET NEW TRIPS (Actual)²</i>			143	42	185	61	165	226	2,692
Project Trip Generation Summary (PCE)									
High-Cube Cold Storage	804.692	TSF							
Passenger Cars:			50	15	65	20	54	74	1,110
Truck Trips:									
2-axle:			10	3	13	3	8	11	311
3-axle:			4	1	5	1	4	5	132
4+-axle:			30	9	39	10	26	36	973
- Truck Trips			44	13	57	14	38	52	1,416
<i>SUBTOTAL TRIPS (PCE)²</i>			94	28	122	34	92	126	2,526
High-Cube Fulfillment	804.692	TSF							
Passenger Cars:			64	19	83	32	83	115	1,408
Truck Trips:									
2-4 axle:			10	3	13	5	13	18	262
5+-axle:			20	6	26	7	17	24	524
- Truck Trips			30	9	39	12	30	42	786
<i>SUBTOTAL TRIPS (PCE)²</i>			94	28	122	44	113	157	2,194
<i>Passenger Cars</i>			114	34	148	52	137	189	2,518
<i>Trucks (PCE)</i>			74	22	96	26	68	94	2,202
<i>Subtotal Trips (PCE)²</i>			188	56	244	78	205	283	4,720
<i>Existing Trips (See Table 1)</i>			1	1	2	1	1	2	890
<i>NET NEW TRIPS (PCE)²</i>			187	55	242	77	204	281	3,830

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

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APPENDIX 3.1:
EXISTING TRAFFIC COUNTS – MARCH 2020

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Count Comparison: Historic vs. March 2020

AM Peak Hour:*Raymond Av. & Orangethorpe Av.*

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2014:	200	539	149	79	478	77	140	814	225	159	538	67	3,465
2020:	206	661	191	93	596	123	166	927	275	152	524	54	3,968
													Annual Growth = 2.28%

Acacia Av. & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2010:	60	78	53	63	48	89	85	457	53	79	724	87	1,876
2020:	76	96	85	49	64	100	178	844	28	89	639	102	2,350
													Annual Growth = 2.28%

N. State College Bl. & Chapman Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2019:	105	834	41	174	899	357	413	775	122	83	797	231	4,831
2020:	93	624	37	155	836	311	350	777	124	93	808	159	4,367
													Annual Growth = -9.60%

Placentia Av. & Kimberly Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2019:	11	294	103	74	376	45	47	24	49	45	11	33	1,112
2020:	23	450	50	35	713	58	49	17	9	21	6	24	1,455
													Annual Growth = 30.85%

Placentia Av. & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	37	275	99	148	320	229	175	512	33	89	546	193	2,656
2020:	38	222	110	170	272	273	157	533	20	91	459	218	2,563
													Annual Growth = -1.18%

SR-57 SB Ramps & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	2	7	37	195	0	108	126	663	3	5	678	411	2,235
2020:	1	8	30	216	0	101	144	677	1	9	706	507	2,400
													Annual Growth = 2.40%

SR-57 NB Ramps & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	207	0	547	0	0	0	118	784	0	0	883	218	2,757
2020:	235	0	545	0	0	0	98	825	0	0	987	251	2,941
													Annual Growth = 2.18%

Count Comparison: Historic vs. March 2020

PM Peak Hour:*Raymond Av. & Orangethorpe Av.*

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2014:	199	571	112	87	583	201	122	708	268	267	1,026	155	4,299
2020:	194	710	209	87	598	177	166	909	255	263	879	130	4,577
											Annual Growth =		1.05%

Acacia Av. & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2010:	76	83	83	125	104	106	74	916	90	74	968	69	2,768
2020:	74	92	102	92	122	129	91	1,177	121	107	892	55	3,054
											Annual Growth =		0.99%

N. State College Bl. & Chapman Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2019:	173	644	77	226	864	480	364	772	121	139	969	191	5,020
2020:	163	596	72	166	655	343	294	825	108	148	895	141	4,406
											Annual Growth =		-12.23%

Placentia Av. & Kimberly Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2019:	30	516	75	50	559	85	87	22	40	119	20	71	1,674
2020:	22	615	57	34	670	97	105	18	43	102	19	55	1,837
											Annual Growth =		9.74%

Placentia Av. & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	46	309	89	217	325	251	185	653	185	140	752	170	3,322
2020:	65	253	135	285	297	305	215	931	61	175	644	211	3,577
											Annual Growth =		2.50%

SR-57 SB Ramps & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	5	3	14	143	2	184	184	815	1	6	942	285	2,584
2020:	7	10	14	133	6	128	346	1,087	7	23	977	415	3,153
											Annual Growth =		6.86%

SR-57 NB Ramps & Orangethorpe Av.

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2017:	5	3	14	143	2	184	184	815	1	6	942	285	2,584
2020:	520	2	528	0	0	0	160	1,074	0	0	895	286	3,465
											Annual Growth =		10.27%

Volume Development
AM Peak Hour

26: N. State College Bl. & Orangethorpe Av.

	PHF: 0.943		7:15		Count Date: 3/12/2020								TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2020:	214	597	81	87	809	102	202	594	194	181	492	57	3,610
2-Axle:	6	8	3	2	9	3	1	24	12	5	20	2	95
3-Axle:	0	1	0	0	2	0	0	0	1	4	2	0	10
4+-Axle:	5	9	2	4	8	1	0	12	3	4	6	8	62
2020 Trucks:	11	18	5	6	19	4	1	36	16	13	28	10	167
2020 Truck %:	5%	3%	6%	7%	2%	4%	0%	6%	8%	7%	6%	18%	
2020 PCE Total:	227	620	87	96	832	106	203	630	207	196	516	74	3,792
RTOR		33			16			34			17		
Peds:		4			11			4			5		
Bikes:		0			0			0			0		
2020 ADT (Actual):		27,451			22,925			32,018			31,006		
2020 Pk-Daily:		8%			8%			6%			5%		
Project Total:	26	24	0	6	7	0	0	6	8	0	21	21	119
Project Trucks:	8	9	0	1	3	0	0	1	2	0	5	5	34
Project PCE:	38	37	0	8	11	0	0	8	11	0	28	28	169
Project ADT (Actual):		1,014			902			920			808		
Other Total:	2	0	0	1	0	0	0	11	0	0	13	0	27
Other Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
Other PCE:	2	0	0	1	0	0	0	11	0	0	13	0	27
Other ADT (Actual):		14			4			362			352		
2022 NP Total:	220	609	83	90	825	104	206	617	198	185	515	58	3,710
2022 NP Trucks:	11	18	5	6	19	4	1	37	16	13	29	10	170
2022 NP Truck %:	5%	3%	6%	7%	2%	4%	0%	6%	8%	7%	6%	18%	
2022 NP PCE:	234	632	88	99	848	108	207	654	211	199	539	75	3,895
2022 ADT (Actual):		28,017			23,390			33,023			31,981		
2022 WP Total:	246	633	83	96	832	104	206	623	206	185	536	79	3,829
2022 WP Trucks:	19	27	5	7	22	4	1	38	18	13	34	15	204
2022 WP Truck %:	8%	4%	6%	7%	3%	4%	0%	6%	9%	7%	6%	19%	
2022 WP PCE:	272	669	88	107	859	108	207	662	222	199	567	103	4,064
2022 ADT (Actual):		29,031			24,292			33,943			32,789		

Volume Development
PM Peak Hour

26: N. State College Bl. & Orangethorpe Av.

	PHF: 0.971		4:45				Count Date: 3/12/2020						TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2020:	169	517	210	106	700	124	203	915	217	249	777	72	4,259
2-Axle:	5	12	2	2	4	0	1	9	5	9	10	0	59
3-Axle:	2	1	0	5	2	1	3	9	1	3	3	0	30
4+-Axle:	2	3	1	2	6	0	1	7	4	8	10	0	44
2020 Trucks:	9	16	3	9	12	1	5	25	10	20	23	0	133
2020 Truck %:	5%	3%	1%	8%	2%	1%	2%	3%	5%	8%	3%	0%	
2020 PCE Total:	178	530	213	116	716	125	209	943	229	273	805	72	4,407
RTOR		70			16			44			12		
Peds:		14			2			5			6		
Bikes:		1			0			0			0		
2020 ADT (Actual):		27,451			22,925			32,018			31,006		
2020 Pk-Daily:		8%			8%			8%			8%		
Project Total:	11	10	0	25	27	0	0	25	30	0	9	9	146
Project Trucks:	3	3	0	4	8	0	0	4	8	0	2	2	34
Project PCE:	15	15	0	31	39	0	0	31	40	0	12	12	195
Project ADT (Actual):		1,014			902			920			808		
Other Total:	1	0	0	0	0	0	0	17	2	0	14	0	34
Other Trucks:	0	0	0	0	0	0	0	1	0	0	0	0	1
Other PCE:	1	0	0	0	0	0	0	18	2	0	15	0	36
Other ADT (Actual):		14			4			362			352		
2022 NP Total:	173	527	214	108	714	126	207	950	223	254	807	73	4,379
2022 NP Trucks:	9	16	3	9	12	1	5	27	10	20	23	0	137
2022 NP Truck %:	5%	3%	1%	8%	2%	1%	2%	3%	5%	8%	3%	0%	
2022 NP PCE:	182	541	217	118	730	128	213	979	235	278	836	73	4,531
2022 ADT (Actual):		28,017			23,390			33,023			31,981		
2022 WP Total:	184	537	214	133	741	126	207	975	253	254	816	82	4,525
2022 WP Trucks:	12	19	3	13	20	1	5	31	18	20	25	2	171
2022 WP Truck %:	7%	4%	1%	10%	3%	1%	2%	3%	7%	8%	3%	2%	
2022 WP PCE:	197	556	217	149	769	128	213	1,010	275	278	848	85	4,726
2022 ADT (Actual):		29,031			24,292			33,943			32,789		

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

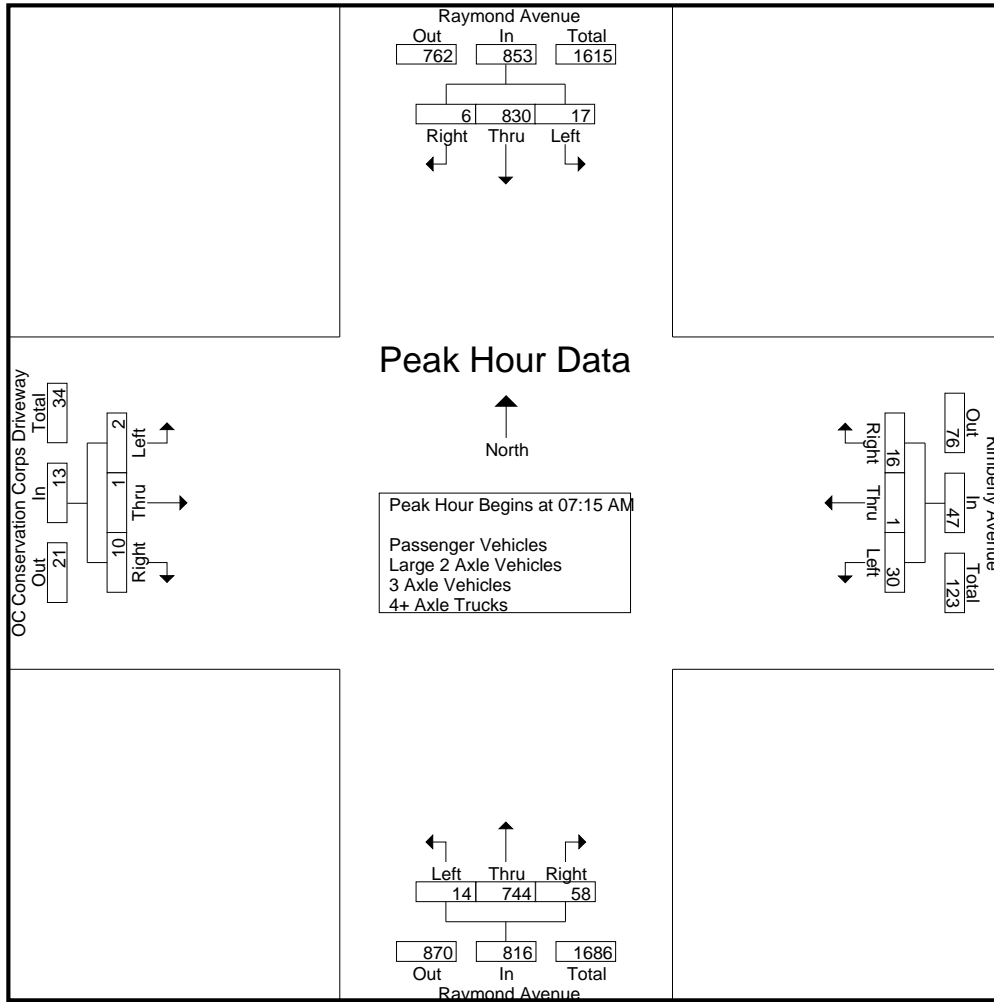
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	165	2	170	2	0	1	3	7	133	21	161	0	0	5	5	339
07:15 AM	3	200	0	203	2	0	2	4	2	153	13	168	1	1	4	6	381
07:30 AM	4	212	0	216	17	0	2	19	4	193	11	208	0	0	3	3	446
07:45 AM	5	208	4	217	7	1	5	13	3	208	21	232	0	0	1	1	463
Total	15	785	6	806	28	1	10	39	16	687	66	769	1	1	13	15	1629
08:00 AM	5	210	2	217	4	0	7	11	5	190	13	208	1	0	2	3	439
08:15 AM	9	164	1	174	6	0	2	8	4	148	5	157	0	0	0	0	339
08:30 AM	2	139	2	143	3	0	1	4	1	135	12	148	1	0	0	1	296
08:45 AM	7	146	0	153	8	1	2	11	3	168	11	182	0	0	2	2	348
Total	23	659	5	687	21	1	12	34	13	641	41	695	2	0	4	6	1422
Grand Total	38	1444	11	1493	49	2	22	73	29	1328	107	1464	3	1	17	21	3051
Apprch %	2.5	96.7	0.7		67.1	2.7	30.1		2	90.7	7.3		14.3	4.8	81		
Total %	1.2	47.3	0.4	48.9	1.6	0.1	0.7	2.4	1	43.5	3.5	48	0.1	0	0.6	0.7	
Passenger Vehicles	36	1382	11	1429	35	2	19	56	28	1274	101	1403	3	1	17	21	2909
% Passenger Vehicles	94.7	95.7	100	95.7	71.4	100	86.4	76.7	96.6	95.9	94.4	95.8	100	100	100	100	95.3
Large 2 Axle Vehicles	1	39	0	40	14	0	3	17	0	32	6	38	0	0	0	0	95
% Large 2 Axle Vehicles	2.6	2.7	0	2.7	28.6	0	13.6	23.3	0	2.4	5.6	2.6	0	0	0	0	3.1
3 Axle Vehicles	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	2.6	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	22	0	22	0	0	0	0	1	21	0	22	0	0	0	0	44
% 4+ Axle Trucks	0	1.5	0	1.5	0	0	0	0	3.4	1.6	0	1.5	0	0	0	0	1.4

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	200	0	203	2	0	2	4	2	153	13	168	1	1	4	6	381
07:30 AM	4	212	0	216	17	0	2	19	4	193	11	208	0	0	3	3	446
07:45 AM	5	208	4	217	7	1	5	13	3	208	21	232	0	0	1	1	463
08:00 AM	5	210	2	217	4	0	7	11	5	190	13	208	1	0	2	3	439
Total Volume	17	830	6	853	30	1	16	47	14	744	58	816	2	1	10	13	1729
% App. Total	2	97.3	0.7		63.8	2.1	34		1.7	91.2	7.1		15.4	7.7	76.9		
PHF	.850	.979	.375	.983	.441	.250	.571	.618	.700	.894	.690	.879	.500	.250	.625	.542	.934

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	3	200	0	203	17	0	2	19	2	153	13	168	0	0	5	5
+15 mins.	4	212	0	216	7	1	5	13	4	193	11	208	1	1	4	6
+30 mins.	5	208	4	217	4	0	7	11	3	208	21	232	0	0	3	3
+45 mins.	5	210	2	217	6	0	2	8	5	190	13	208	0	0	1	1
Total Volume	17	830	6	853	34	1	16	51	14	744	58	816	1	1	13	15
% App. Total	2	97.3	0.7		66.7	2	31.4		1.7	91.2	7.1		6.7	6.7	86.7	
PHF	.850	.979	.375	.983	.500	.250	.571	.671	.700	.894	.690	.879	.250	.250	.650	.625

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

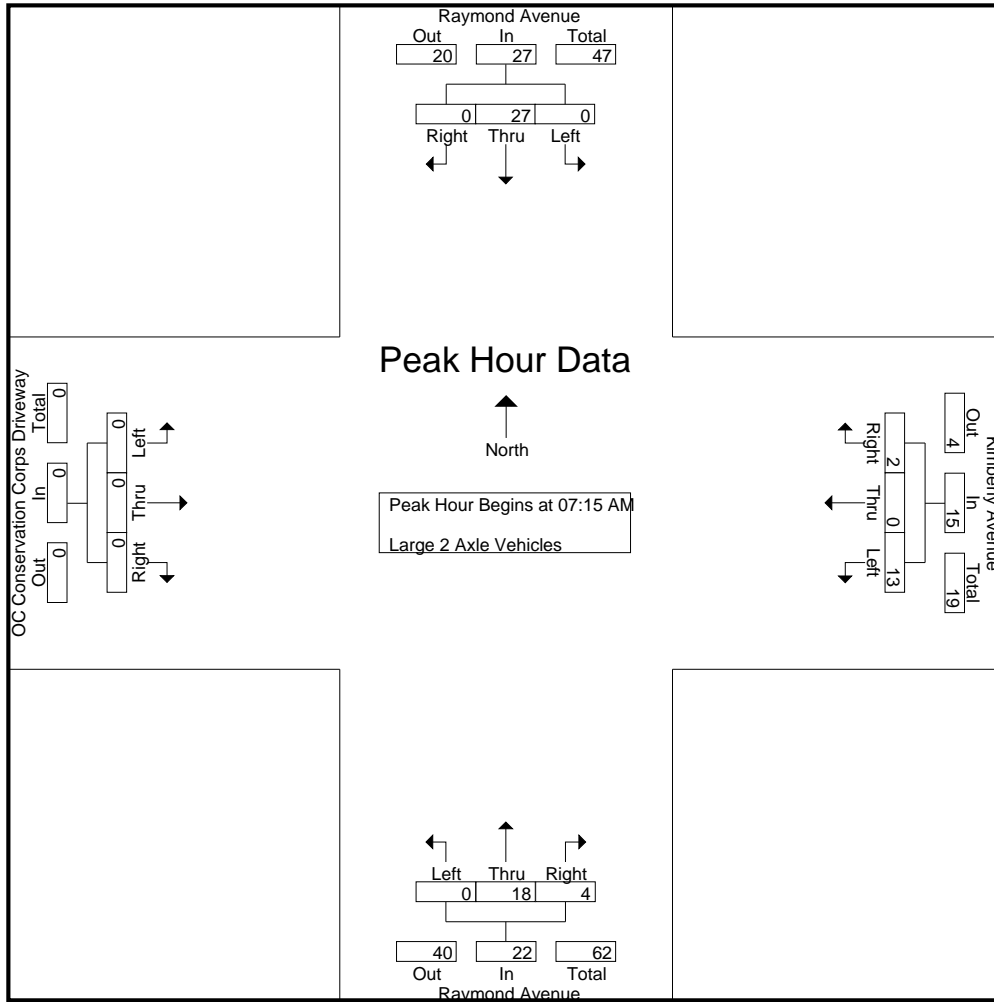
Groups Printed- Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
07:15 AM	0	7	0	7	1	0	0	1	0	2	1	3	0	0	0	0	11
07:30 AM	0	7	0	7	12	0	0	12	0	0	0	0	0	0	0	0	19
07:45 AM	0	6	0	6	0	0	2	2	0	9	3	12	0	0	0	0	20
Total	1	21	0	22	13	0	2	15	0	13	5	18	0	0	0	0	55
08:00 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
08:15 AM	0	4	0	4	1	0	0	1	0	2	0	2	0	0	0	0	7
08:30 AM	0	3	0	3	0	0	0	0	0	6	1	7	0	0	0	0	10
08:45 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
Total	0	18	0	18	1	0	1	2	0	19	1	20	0	0	0	0	40
Grand Total	1	39	0	40	14	0	3	17	0	32	6	38	0	0	0	0	95
Apprch %	2.5	97.5	0		82.4	0	17.6		0	84.2	15.8		0	0	0		
Total %	1.1	41.1	0	42.1	14.7	0	3.2	17.9	0	33.7	6.3	40	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	1	0	0	1	0	2	1	3	0	0	0	0	11
07:30 AM	0	7	0	7	12	0	0	12	0	0	0	0	0	0	0	0	19
07:45 AM	0	6	0	6	0	0	2	2	0	9	3	12	0	0	0	0	20
08:00 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
Total Volume	0	27	0	27	13	0	2	15	0	18	4	22	0	0	0	0	64
% App. Total	0	100	0		86.7	0	13.3		0	81.8	18.2		0	0	0		
PHF	.000	.964	.000	.964	.271	.000	.250	.313	.000	.500	.333	.458	.000	.000	.000	.000	.800

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	7	0	7	1	0	0	1	0	2	1	3	0	0	0	0
+15 mins.	0	7	0	7	12	0	0	12	0	0	0	0	0	0	0	0
+30 mins.	0	6	0	6	0	0	2	2	0	9	3	12	0	0	0	0
+45 mins.	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0
Total Volume	0	27	0	27	13	0	2	15	0	18	4	22	0	0	0	0
% App. Total	0	100	0		86.7	0	13.3		0	81.8	18.2		0	0	0	
PHF	.000	.964	.000	.964	.271	.000	.250	.313	.000	.500	.333	.458	.000	.000	.000	.000

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

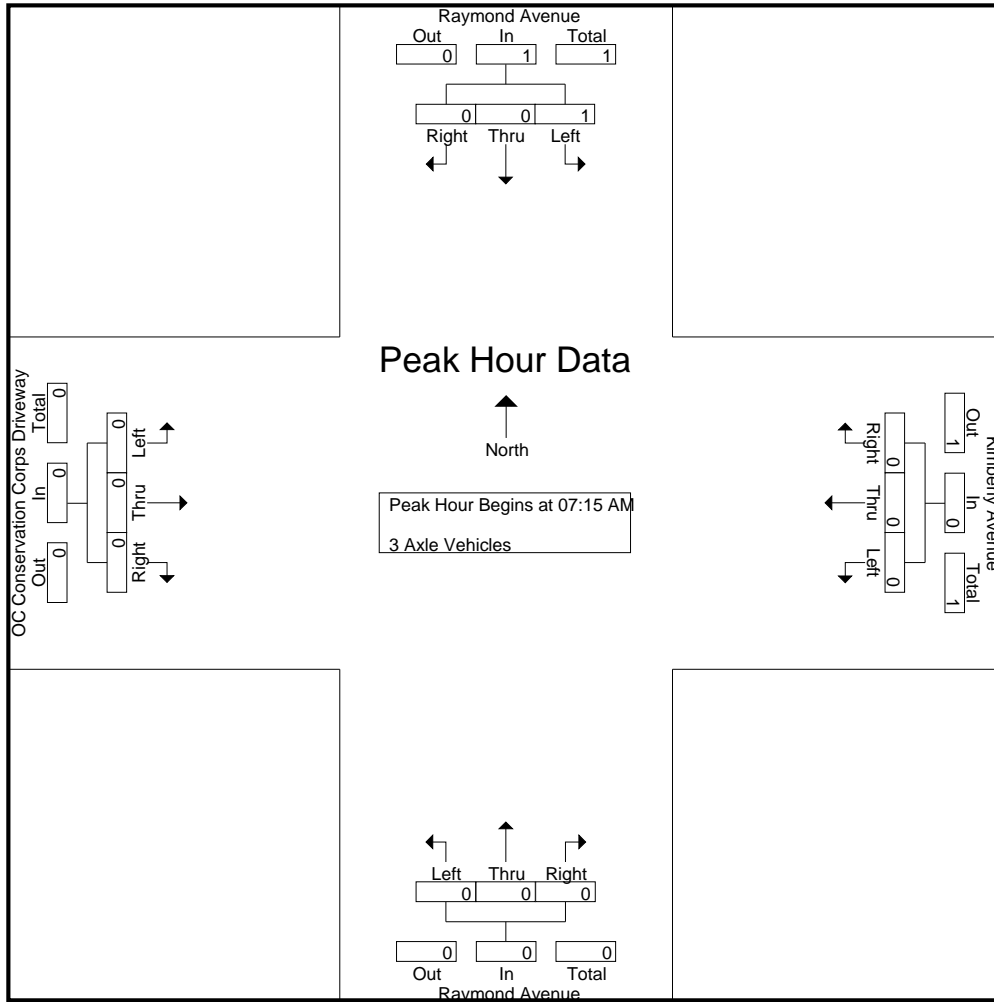
Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	50	50	0		0	0	0		0	100	0		0	0	0		
Total %	33.3	33.3	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

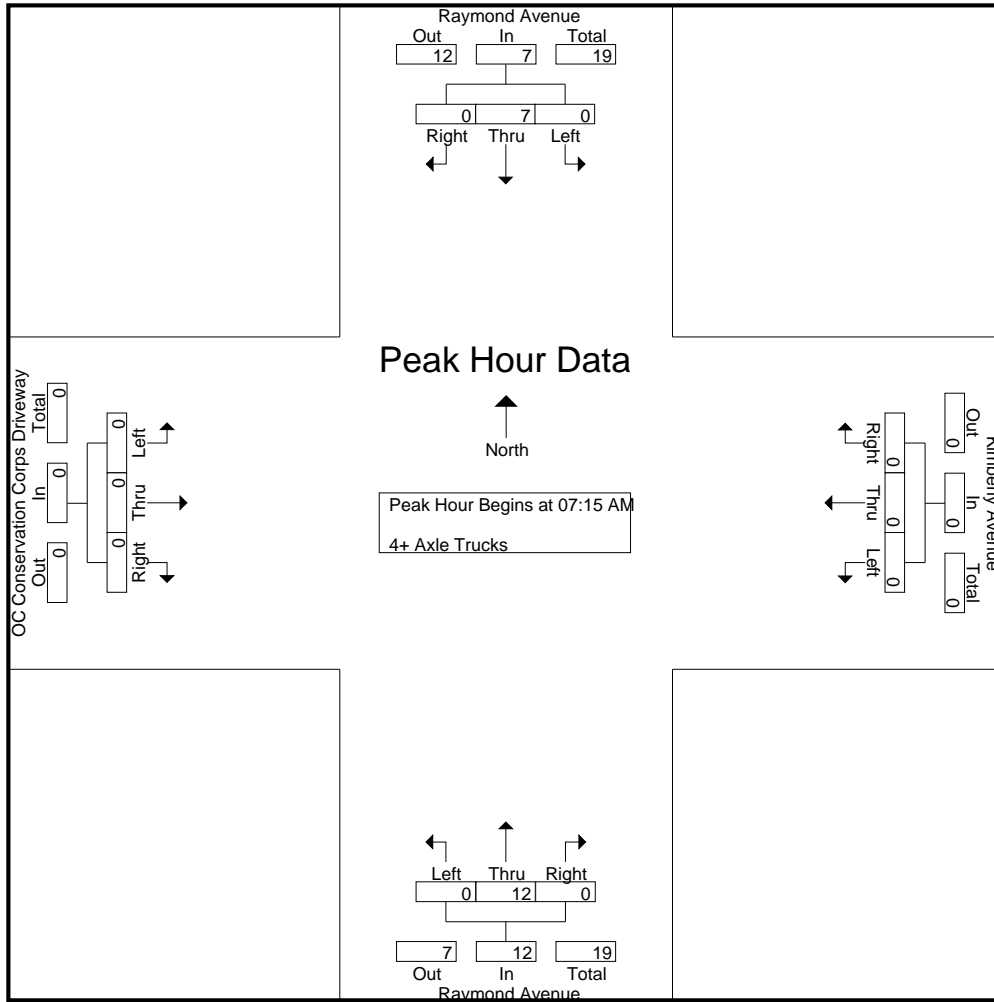
Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:15 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:30 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	0	10	0	10	0	0	0	0	0	14	0	14	0	0	0	0	24
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	5	0	5	0	0	0	0	1	2	0	3	0	0	0	0	8
08:30 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	12	0	12	0	0	0	0	1	7	0	8	0	0	0	0	20
Grand Total	0	22	0	22	0	0	0	0	1	21	0	22	0	0	0	0	44
Apprch %	0	100	0		0	0	0		4.5	95.5	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	2.3	47.7	0	50	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:30 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	12	0	12	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.594

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	12	0	12	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

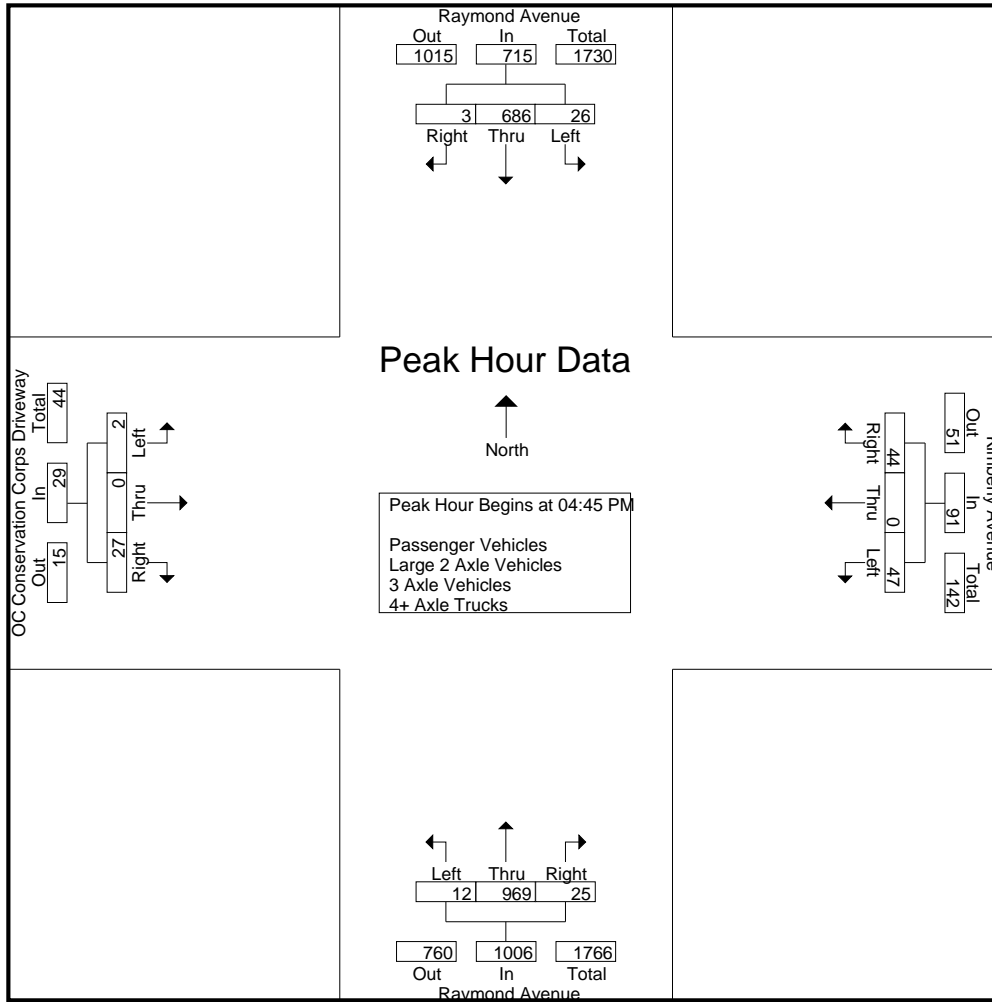
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	190	1	198	18	5	3	26	5	206	11	222	3	0	7	10	456
04:15 PM	2	169	0	171	8	0	5	13	2	228	4	234	1	0	4	5	423
04:30 PM	4	182	1	187	13	1	8	22	5	225	6	236	1	0	1	2	447
04:45 PM	11	148	0	159	17	0	14	31	2	232	12	246	1	0	3	4	440
Total	24	689	2	715	56	6	30	92	14	891	33	938	6	0	15	21	1766
05:00 PM	6	209	0	215	17	0	11	28	5	235	5	245	0	0	8	8	496
05:15 PM	5	162	0	167	5	0	12	17	3	249	4	256	1	0	9	10	450
05:30 PM	4	167	3	174	8	0	7	15	2	253	4	259	0	0	7	7	455
05:45 PM	3	158	2	163	2	0	1	3	3	228	5	236	2	0	6	8	410
Total	18	696	5	719	32	0	31	63	13	965	18	996	3	0	30	33	1811
Grand Total	42	1385	7	1434	88	6	61	155	27	1856	51	1934	9	0	45	54	3577
Apprch %	2.9	96.6	0.5		56.8	3.9	39.4		1.4	96	2.6		16.7	0	83.3		
Total %	1.2	38.7	0.2	40.1	2.5	0.2	1.7	4.3	0.8	51.9	1.4	54.1	0.3	0	1.3	1.5	
Passenger Vehicles	38	1346	7	1391	85	6	59	150	27	1818	48	1893	9	0	45	54	3488
% Passenger Vehicles	90.5	97.2	100	97	96.6	100	96.7	96.8	100	98	94.1	97.9	100	0	100	100	97.5
Large 2 Axle Vehicles	3	17	0	20	2	0	0	2	0	26	2	28	0	0	0	0	50
% Large 2 Axle Vehicles	7.1	1.2	0	1.4	2.3	0	0	1.3	0	1.4	3.9	1.4	0	0	0	0	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	1	21	0	22	1	0	2	3	0	8	1	9	0	0	0	0	34
% 4+ Axle Trucks	2.4	1.5	0	1.5	1.1	0	3.3	1.9	0	0.4	2	0.5	0	0	0	0	1

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	148	0	159	17	0	14	31	2	232	12	246	1	0	3	4	440
05:00 PM	6	209	0	215	17	0	11	28	5	235	5	245	0	0	8	8	496
05:15 PM	5	162	0	167	5	0	12	17	3	249	4	256	1	0	9	10	450
05:30 PM	4	167	3	174	8	0	7	15	2	253	4	259	0	0	7	7	455
Total Volume	26	686	3	715	47	0	44	91	12	969	25	1006	2	0	27	29	1841
% App. Total	3.6	95.9	0.4		51.6	0	48.4		1.2	96.3	2.5		6.9	0	93.1		
PHF	.591	.821	.250	.831	.691	.000	.786	.734	.600	.958	.521	.971	.500	.000	.750	.725	.928

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:15 PM				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	2	169	0	171	13	1	8	22	2	232	12	246	0	0	8	8
+15 mins.	4	182	1	187	17	0	14	31	5	235	5	245	1	0	9	10
+30 mins.	11	148	0	159	17	0	11	28	3	249	4	256	0	0	7	7
+45 mins.	6	209	0	215	5	0	12	17	2	253	4	259	2	0	6	8
Total Volume	23	708	1	732	52	1	45	98	12	969	25	1006	3	0	30	33
% App. Total	3.1	96.7	0.1		53.1	1	45.9		1.2	96.3	2.5		9.1	0	90.9	
PHF	.523	.847	.250	.851	.765	.250	.804	.790	.600	.958	.521	.971	.375	.000	.833	.825

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

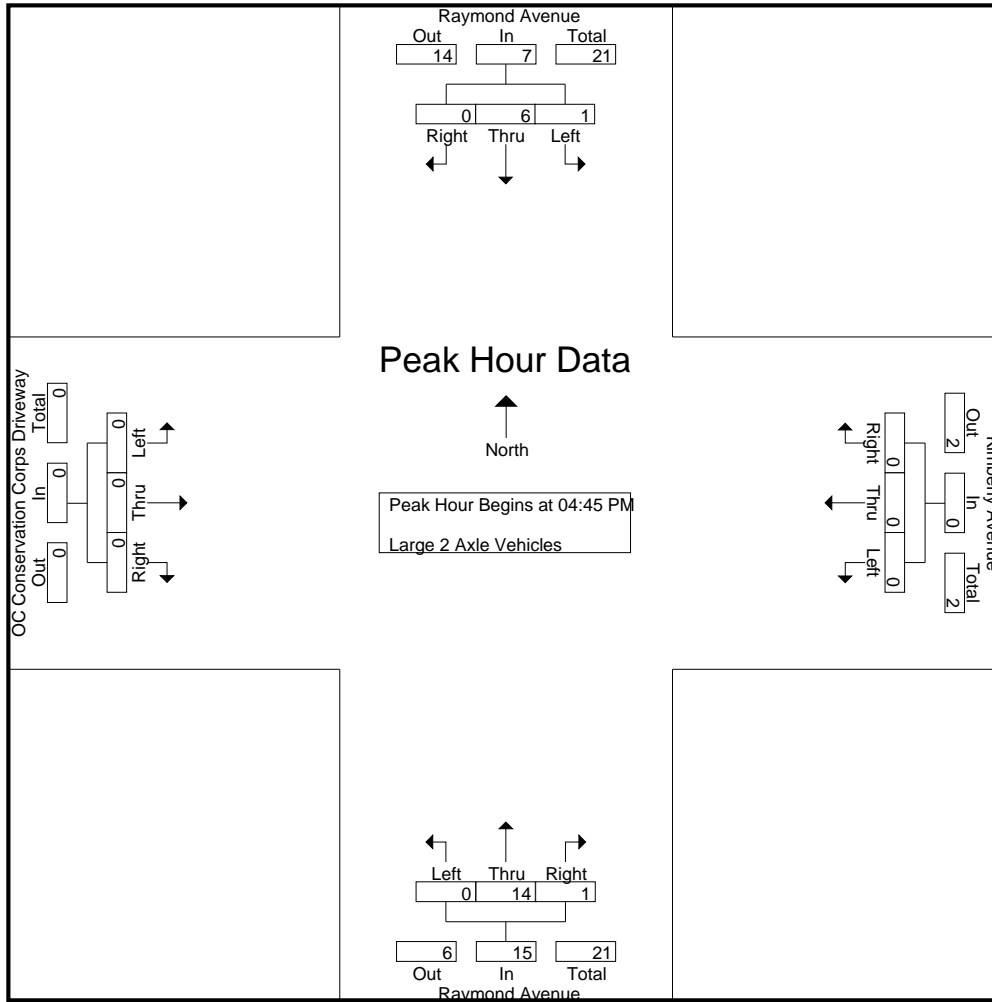
Groups Printed- Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	5	0	6	2	0	0	2	0	3	0	3	0	0	0	0	11
04:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:30 PM	1	4	0	5	0	0	0	0	0	4	1	5	0	0	0	0	10
04:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
Total	3	15	0	18	2	0	0	2	0	15	1	16	0	0	0	0	36
05:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	11	1	12	0	0	0	0	14
Grand Total	3	17	0	20	2	0	0	2	0	26	2	28	0	0	0	0	50
Apprch %	15	85	0		100	0	0		0	92.9	7.1		0	0	0		
Total %	6	34	0	40	4	0	0	4	0	52	4	56	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
05:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	7
Total Volume	1	6	0	7	0	0	0	0	0	14	1	15	0	0	0	0	22
% App. Total	14.3	85.7	0		0	0	0		0	93.3	6.7		0	0	0		
PHF	.250	.375	.000	.350	.000	.000	.000	.000	.000	.583	.250	.536	.000	.000	.000	.000	.611

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0
Total Volume	1	6	0	7	0	0	0	0	0	14	1	15	0	0	0	0
% App. Total	14.3	85.7	0		0	0	0		0	93.3	6.7		0	0	0	
PHF	.250	.375	.000	.350	.000	.000	.000	.000	.000	.583	.250	.536	.000	.000	.000	.000

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

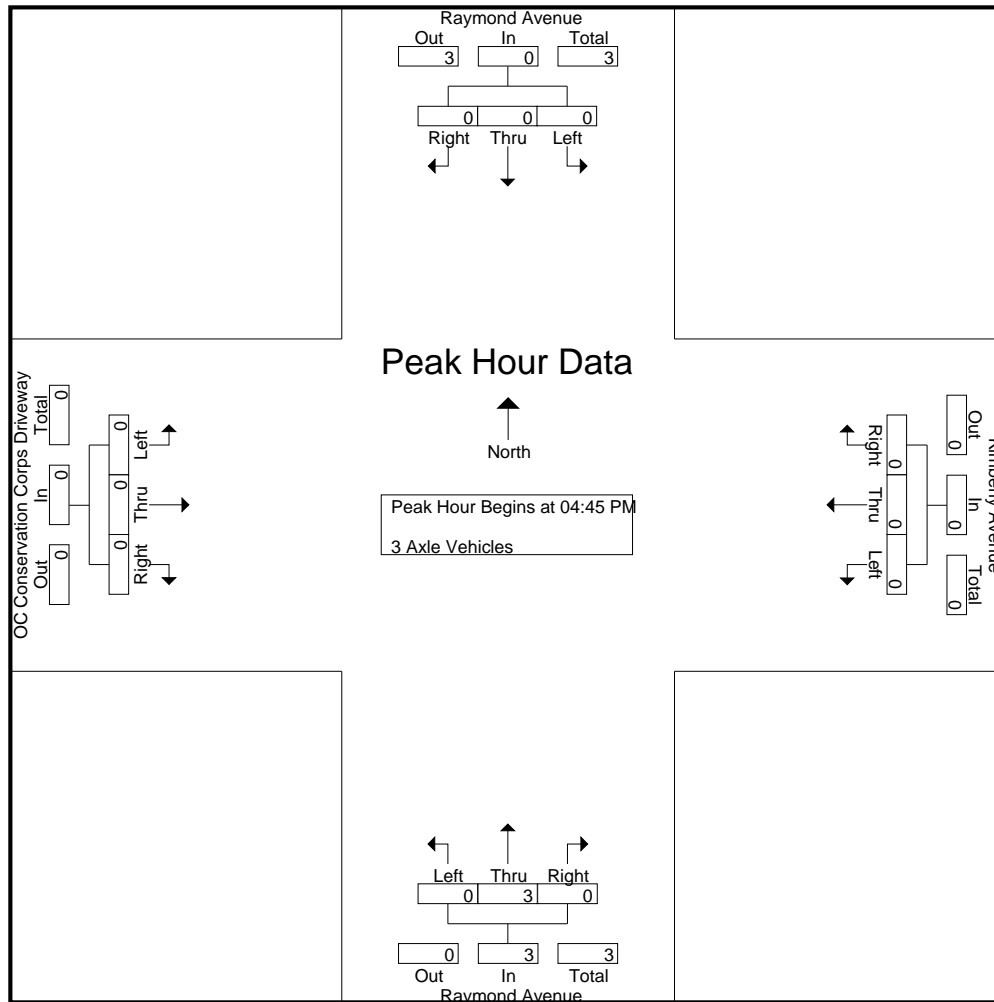
Groups Printed- 3 Axle Vehicles

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	0	0	4	0	4	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0			
Total %	0	20	0	20	0	0	0	0	0	0	80	0	80	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

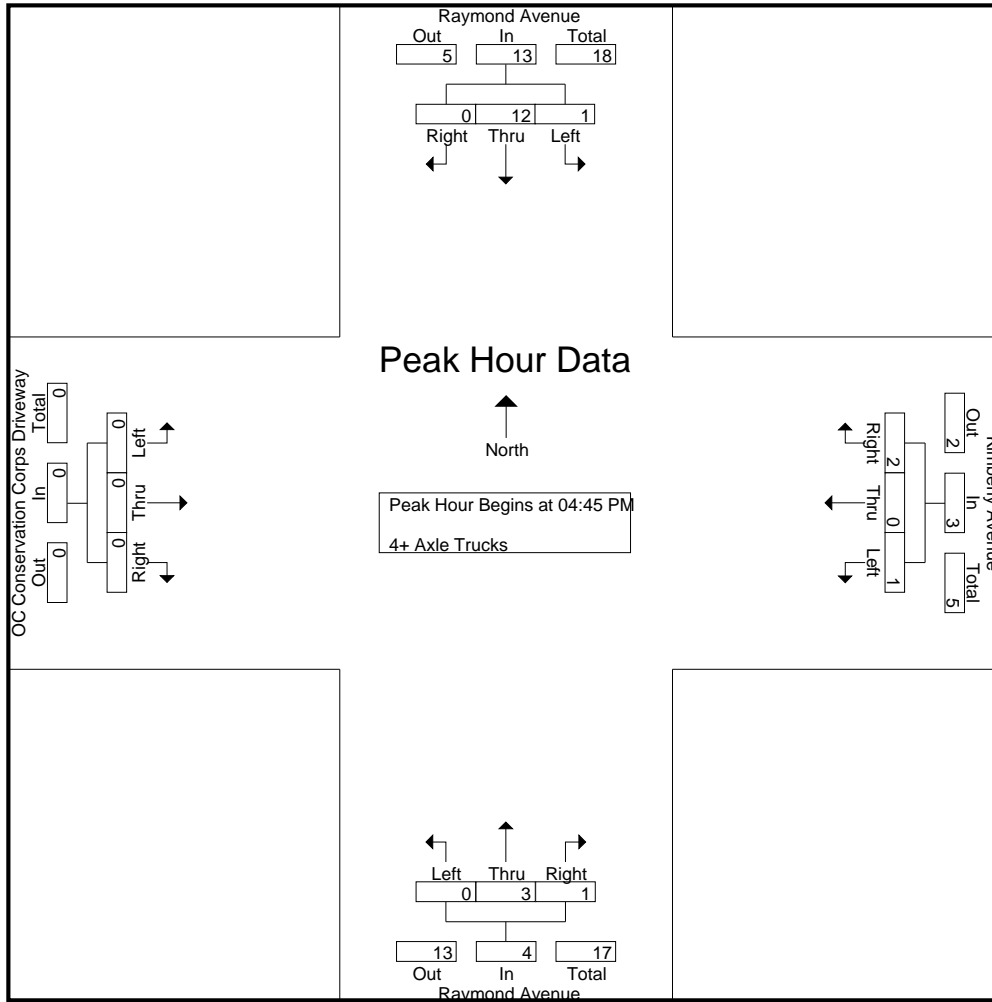
Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0	6
Total	0	12	0	12	0	0	0	0	0	4	1	5	0	0	0	0	17
05:00 PM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
05:15 PM	1	3	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	1	9	0	10	1	0	2	3	0	4	0	4	0	0	0	0	17
Grand Total	1	21	0	22	1	0	2	3	0	8	1	9	0	0	0	0	34
Apprch %	4.5	95.5	0		33.3	0	66.7		0	88.9	11.1		0	0	0		
Total %	2.9	61.8	0	64.7	2.9	0	5.9	8.8	0	23.5	2.9	26.5	0	0	0	0	

Start Time	Raymond Avenue Southbound				Kimberly Avenue Westbound				Raymond Avenue Northbound				OC Conservation Corps Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0	6
05:00 PM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
05:15 PM	1	3	0	4	0	0	1	1	0	1	0	1	0	0	0	0	6
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	1	12	0	13	1	0	2	3	0	3	1	4	0	0	0	0	20
% App. Total	7.7	92.3	0		33.3	0	66.7		0	75	25		0	0	0		
PHF	.250	.600	.000	.650	.250	.000	.500	.375	.000	.750	.250	1.00	.000	.000	.000	.000	.833

City of Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 01_FLN_Ray_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0
+30 mins.	1	3	0	4	0	0	1	1	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	12	0	13	1	0	2	3	0	3	1	4	0	0	0	0
% App. Total	7.7	92.3	0		33.3	0	66.7		0	75	25		0	0	0	
PHF	.250	.600	.000	.650	.250	.000	.500	.375	.000	.750	.250	1.000	.000	.000	.000	.000

Location: Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Raymond Avenue Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg OC Conservation Corps DW Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	6	6

	North Leg Raymond Avenue Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg OC Conservation Corps DW Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

Location: Fullerton
 N/S: Raymond Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Raymond Avenue			Westbound Kimberly Avenue			Northbound Raymond Avenue			Eastbound OC Conservation Corps DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

	Southbound Raymond Avenue			Westbound Kimberly Avenue			Northbound Raymond Avenue			Eastbound OC Conservation Corps DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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

File Name : 02_FLN_Ray_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

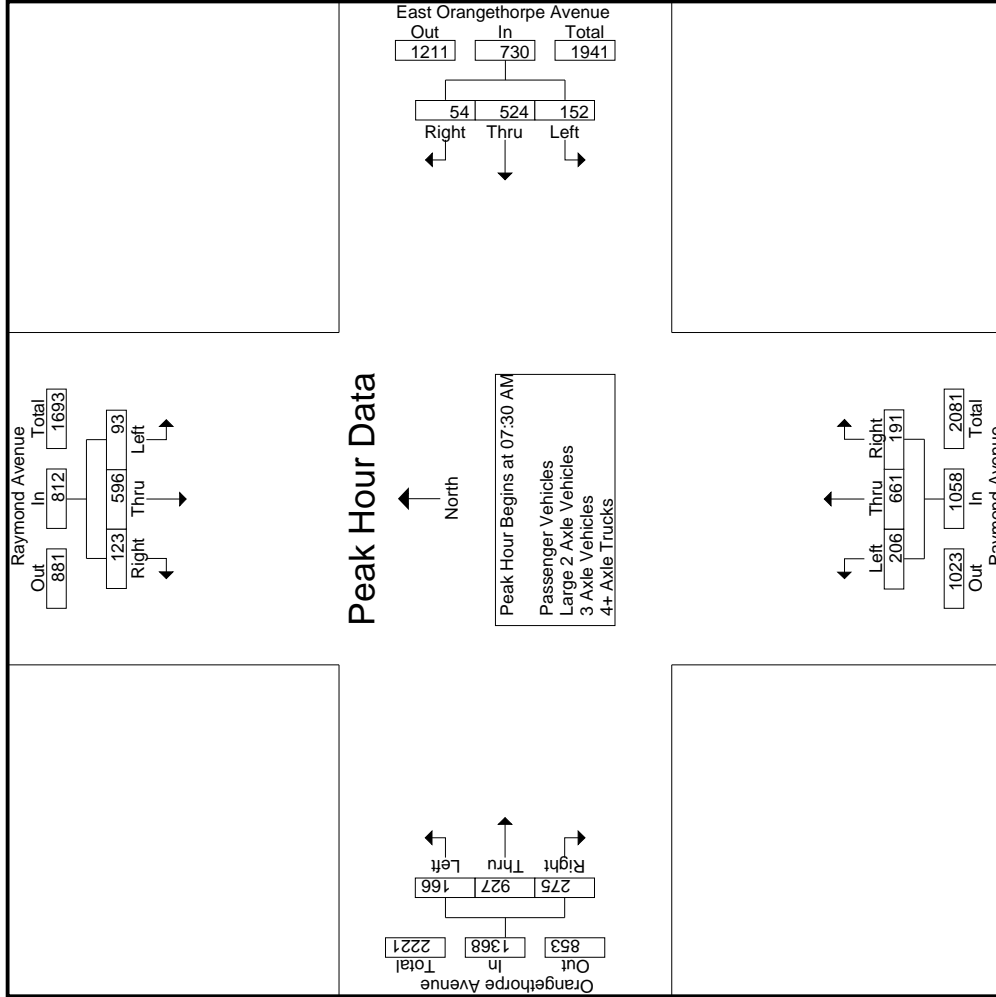
City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

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

Start Time	Raymond Avenue Southbound						East Orangethorpe Avenue Westbound						Raymond Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total
07:00 AM	18	141	11	3	170		36	89	7	2	132		40	148	39	1	227		23	178	55	20	256	
07:15 AM	18	176	13	9	207		32	96	10	2	138		44	138	33	3	215		22	202	45	6	269	
07:30 AM	23	170	26	13	219		40	110	11	2	161		48	162	55	3	265		41	229	52	7	322	
07:45 AM	28	140	32	13	200		33	139	14	2	186		52	186	54	0	292		50	284	54	10	388	
Total	87	627	82	38	796		141	434	42	8	617		184	634	181	7	999		136	893	206	43	1235	
08:00 AM	25	165	32	15	222		40	158	12	4	210		56	188	48	0	292		36	229	87	2	352	
08:15 AM	17	121	33	18	171		39	117	17	3	173		50	125	34	0	209		39	185	82	12	306	
08:30 AM	22	118	19	10	159		32	104	19	3	155		37	130	35	0	202		13	176	60	7	249	
08:45 AM	26	119	23	9	168		39	116	19	3	174		42	157	44	1	243		32	154	51	8	237	
Total	90	523	107	52	720		150	495	67	13	712		185	600	161	1	946		120	744	280	29	1144	
Grand Total	177	1150	189	90	1516		291	929	109	21	1329		369	1234	342	8	1945		256	1637	486	72	2379	
Approch %	11.7	75.9	12.5				21.9	69.9	8.2			19	63.4	17.6			10.8	68.8	20.4					
Total %	2.5	16	2.6		21.1		4.1	13	1.5		18.5		5.1	17.2	4.8		27.1		3.6	22.8	6.8		33.2	
Passenger Vehicles	169	1086	182		1525		241	858	100		1216		357	1193	308		1866		236	1562	352		2210	
4+ Passenger Vehicles	95.5	94.4	96.3		97.8		95	92.4	91.7		81		96.7	96.7	90.1		100		92.2	95.4	72.4		83.3	
Large 2 Axle Vehicles	6	42	6		56		36	56	7		102		4	18	20		42		17	69	125		223	
% Large 2 Axle Vehicles	3.4	3.7	3.2		2.2		12.4	6	6.4		14.3		1.1	1.5	5.8		2.2		6.6	4.2	25.7		16.7	
3 Axle Vehicles	1	1	1		3		2	7	0		9		3	2	4		9		2	3	4		9	
% 3 Axle Vehicles	0.6	0.1	0.5		0.2		0.7	0.8	0		0.7		0.8	0.2	1.2		0.5		0.8	0.2	0.8		0.4	
4+ Axle Trucks	1	21	0		22		12	8	2		23		5	21	10		36		1	3	5		9	
% 4+ Axle Trucks	0.6	1.8	0		1.4		4.1	0.9	1.8		4.8		1.4	1.7	2.9		1.8		0.4	0.2	1		0.4	
Total Volume	93	596	123		812		812	524	54		730		730	206	191		191		166	927	275		1368	
% App. Total	11.5	73.4	15.1				7.4	71.8	7.4		7.4		19.5	62.5	18.1		18.1		12.1	67.8	20.1		20.1	
PHF	.830	.876	.932		.914		.829	.829	.794		.869		.869	.868	.879		.868		.906	.816	.790		.881	

Start Time	Raymond Avenue Southbound						East Orangethorpe Avenue Westbound						Raymond Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total	Inclu. Total
07:30 AM	23	170	26		219		40	110	11		161		48	162	55		265		41	229	52		322	
07:45 AM	28	140	32		200		33	139	14		186		52	186	54		292		50	284	54		388	
08:00 AM	25	165	32		222		40	158	12		210		56	188	48		292		36	229	87		352	
08:15 AM	17	121	33		171		39	117	17		173		37	130	35		202		13	176	60		249	
Total Volume	93	596	123		812		812	524	54		730		730	206	191		191		166	927	275		1368	
% App. Total	11.5	73.4	15.1				7.4	71.8	7.4		7.4		19.5	62.5	18.1		18.1		12.1	67.8	20.1		20.1	
PHF	.830	.876	.932		.914		.829	.829	.794		.869		.869	.868	.879		.868		.906	.816	.790		.881	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



Groups Printed - Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound			East Orangethorpe Avenue Westbound			Raymond Avenue Northbound			Orangethorpe Avenue Eastbound												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	3	0	4	5	0	0	2	3	0	5	0	0	2	0	0	0	0	2	0	20	20
07:15 AM	1	4	0	3	4	1	0	1	1	0	2	0	0	4	3	0	7	0	7	0	22	22
07:30 AM	1	6	0	4	4	0	0	0	2	0	2	0	0	3	2	0	7	0	7	0	24	24
07:45 AM	0	5	2	5	8	0	0	5	0	0	13	0	0	8	1	0	11	0	11	0	36	36
Total	3	18	2	16	21	1	0	8	6	0	38	0	0	17	6	0	27	0	27	0	102	102
08:00 AM	0	4	4	2	9	1	0	1	2	0	12	1	5	2	0	8	0	52	2	80	82	
08:15 AM	1	4	0	6	7	1	0	0	5	0	14	1	0	10	43	7	59	7	59	7	84	91
08:30 AM	0	9	0	6	8	3	2	2	3	0	17	2	2	16	16	1	34	3	34	3	67	70
08:45 AM	2	7	0	6	11	1	1	3	4	0	18	0	3	12	24	4	39	5	39	5	73	78
Total	3	24	4	20	35	6	3	10	14	0	61	4	10	52	119	12	184	17	184	17	304	321
Grand Total	6	42	6	36	56	7	3	18	20	0	99	4	18	69	125	12	211	17	211	17	406	423
Approch %	11.1	77.8	11.1	36.4	56.6	7.1		9.5	42.9	47.6			8.1	32.7	59.2		52		52		96	
Total %	1.5	10.3	1.5	8.9	13.8	1.7		1	4.4	4.9			4.2	17	30.8		4		4		96	

3.1-25

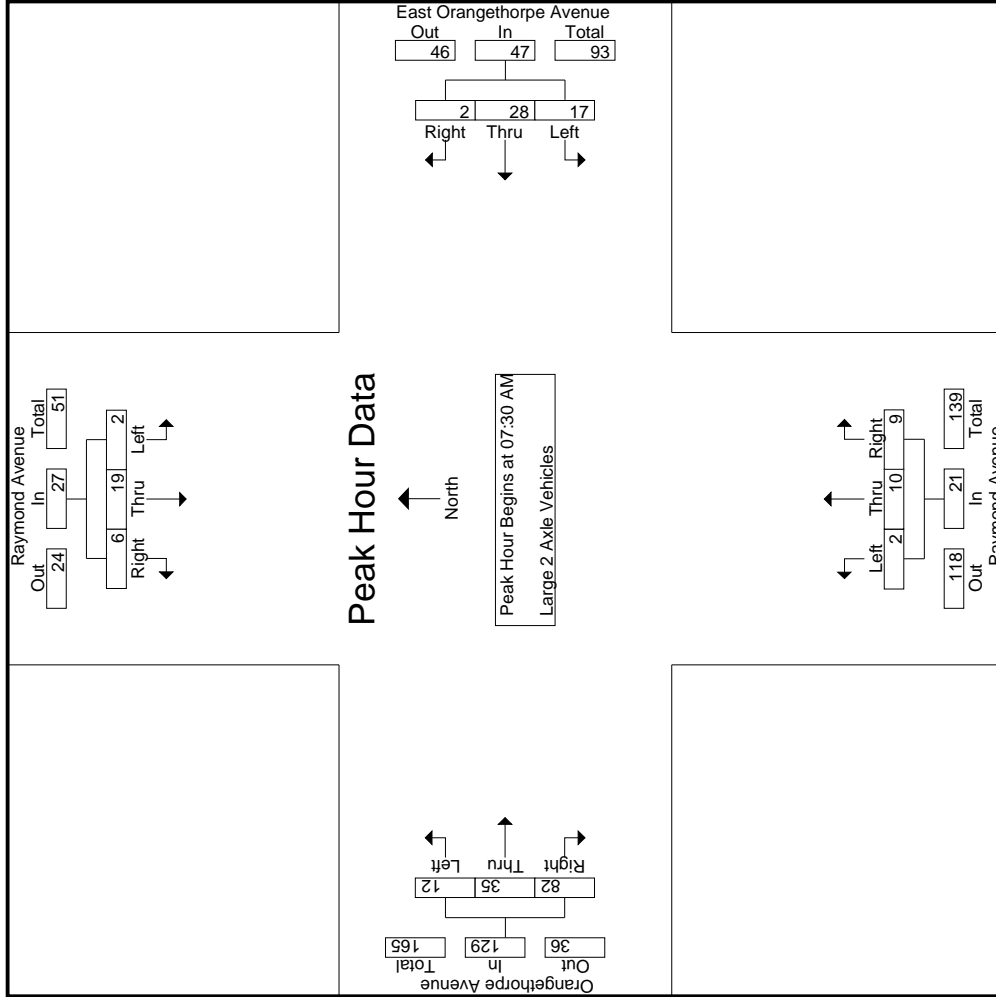
Start Time	Raymond Avenue Southbound			East Orangethorpe Avenue Westbound			Raymond Avenue Northbound			Orangethorpe Avenue Eastbound												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	1	6	0	7	4	4	0	0	2	0	2	0	2	3	2	2	3	2	7	0	24	24
07:45 AM	0	5	2	7	5	8	0	13	0	5	0	0	5	8	1	5	8	1	11	0	36	36
08:00 AM	0	4	4	8	2	9	1	12	1	2	2	1	2	14	36	2	14	36	52	0	80	80
08:15 AM	1	4	0	5	6	7	1	14	1	0	5	0	6	10	43	7	59	7	59	7	84	91
Total Volume	2	19	6	27	17	28	2	47	2	10	9	9	12	35	82	12	129	82	129	0	224	224
% App. Total	7.4	70.4	22.2	36.2	59.6	4.3		9.5	47.6	42.9			9.3	27.1	63.6		63.6		63.6		96	
PHF	.500	.792	.375	.844	.708	.778	.500	.839	.500	.450			.500	.625	.477		.547		.547		.667	

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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - 3 Axle Vehicles

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	4	4
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	5	5
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	3	3
Total	0	1	0	0	1	0	5	0	0	5	2	0	3	0	5	0	15	15
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	4	4
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3
08:30 AM	1	0	0	0	1	0	0	1	0	2	0	0	0	0	1	0	4	4
08:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	0	4	4
Total	1	0	1	0	2	2	2	0	0	4	1	2	1	0	4	0	15	15
Grand Total	1	1	1	0	3	2	7	0	0	9	3	2	4	0	9	0	30	30
Approch %	33.3	33.3	33.3		22.2	77.8	0			33.3	22.2	44.4			22.2	33.3	44.4	
Total %	3.3	3.3	3.3		10	6.7	23.3			30	6.7	10	13.3		30	0	100	

3.1-27

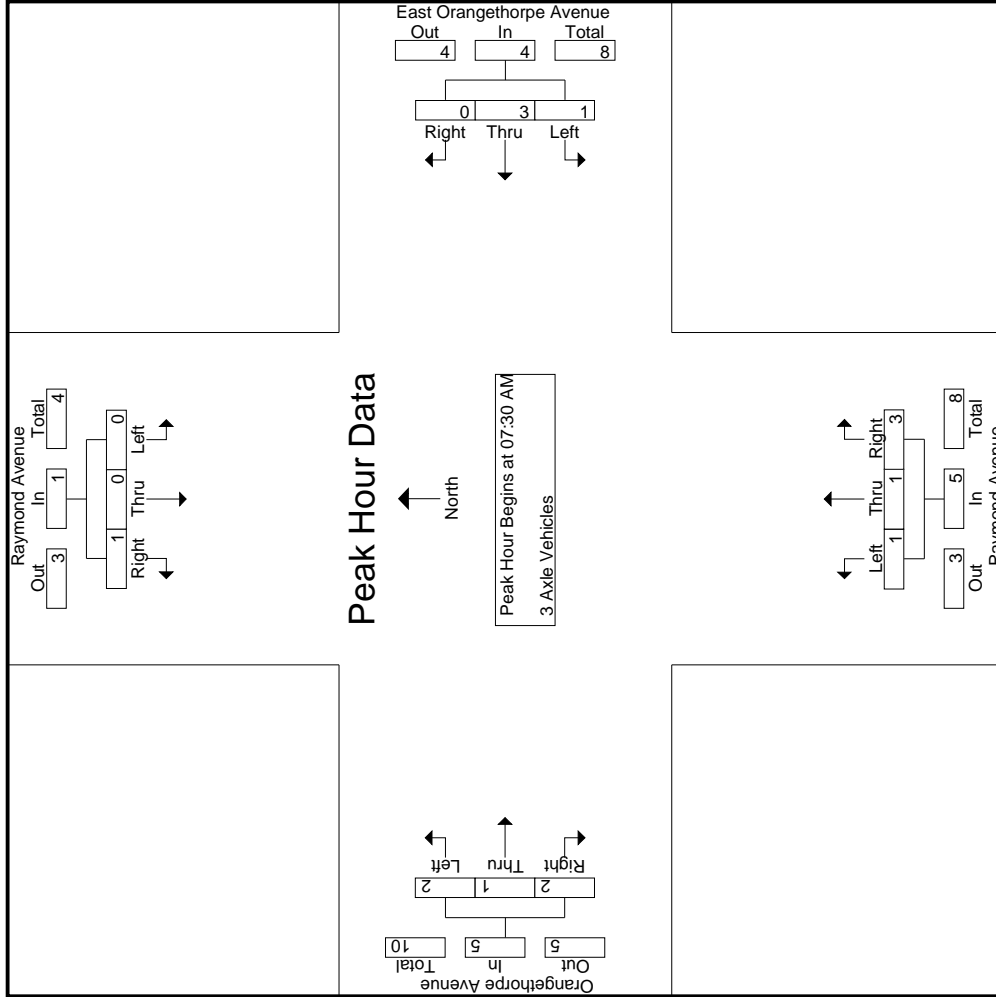
Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
Total Volume	0	0	1	0	1	1	3	0	0	4	1	1	3	0	5	0	15	15
% App. Total	.000	.000	.100		.250	.750	.000			.500	.250	.375	.625		.625	.000	.750	
PHF					.250	.375	.000			.500	.250	.375	.417		.625	.500	.750	

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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	1	3	0	0	4	3	1	0	0	4	0	2	0	0	2	0	0	11	11
07:15 AM	0	5	0	0	5	4	2	0	0	6	0	3	2	0	5	0	0	16	16
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	5	1	0	6	0	0	8	8
07:45 AM	0	0	0	0	0	1	1	0	0	2	3	4	2	0	9	1	0	12	12
Total	1	9	0	0	10	9	4	0	0	13	3	14	5	0	22	1	0	47	47
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	7	7
08:15 AM	0	5	0	0	5	0	0	1	1	1	0	1	0	0	1	1	1	8	9
08:30 AM	0	3	0	0	3	2	2	1	0	5	1	3	1	0	5	0	1	15	15
08:45 AM	0	3	0	0	3	1	1	0	0	2	1	3	3	0	7	0	0	12	12
Total	0	12	0	0	12	3	4	2	1	9	2	7	5	0	14	0	1	42	43
Grand Total	1	21	0	0	22	12	8	2	1	22	5	21	10	0	36	1	3	89	90
Approch %	4.5	95.5	0	0		54.5	36.4	9.1		13.9	58.3	27.8			11.1	33.3	55.6		
Total %	1.1	23.6	0	0	24.7	13.5	9	2.2		24.7	5.6	23.6	11.2		40.4	1.1	3.4	10.1	98.9

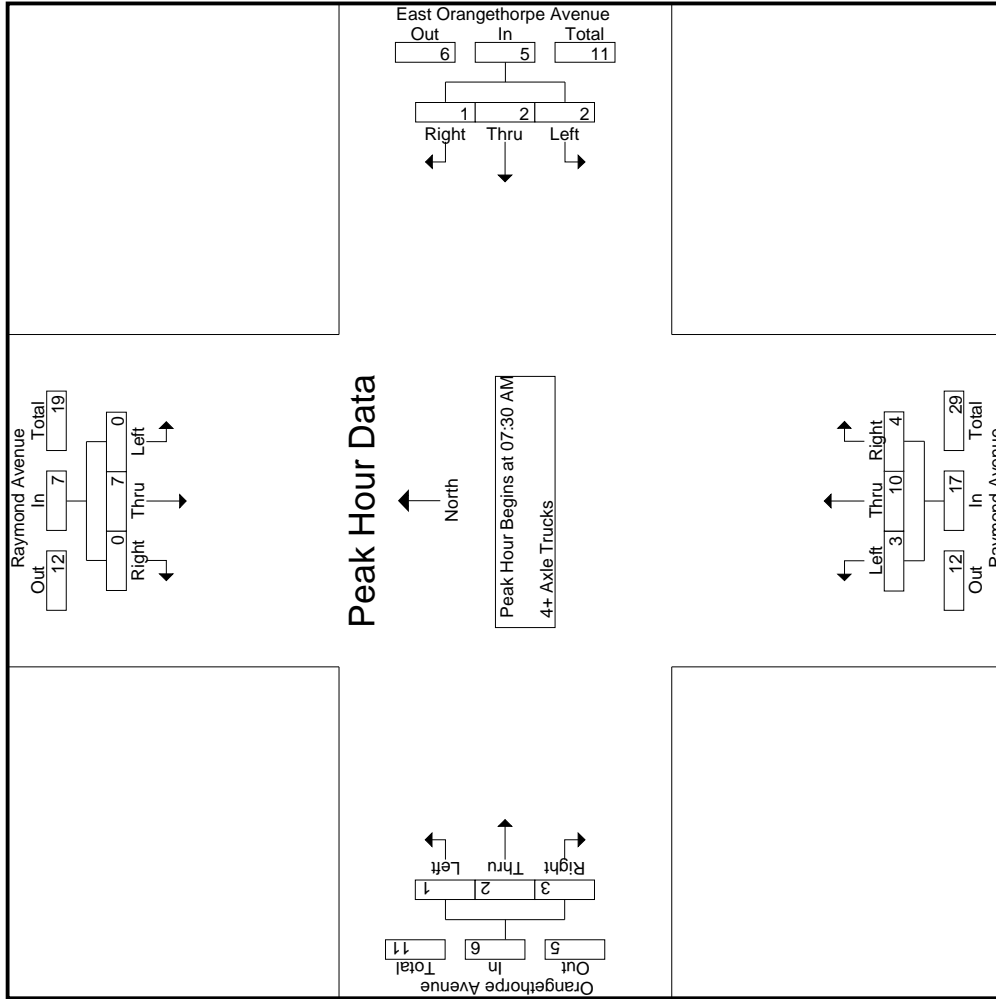
Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	5	1	0	6	0	0	0	8
07:45 AM	0	0	0	0	0	1	1	0	0	2	3	4	2	0	9	0	0	1	12
08:00 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	2	4	7
08:15 AM	0	5	0	0	5	0	0	0	0	1	0	1	0	0	1	0	1	1	8
Total Volume	0	7	0	0	7	2	2	1	5	17	3	10	4	17	33.3	3	6	35	
% App. Total	0	100	0	0		40	40	20		17.6	58.8	23.5			50				
PHF	.000	.350	.000	.000	.350	.500	.250	.625	.500	.472	.250	.250	.375	.375	.729				

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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

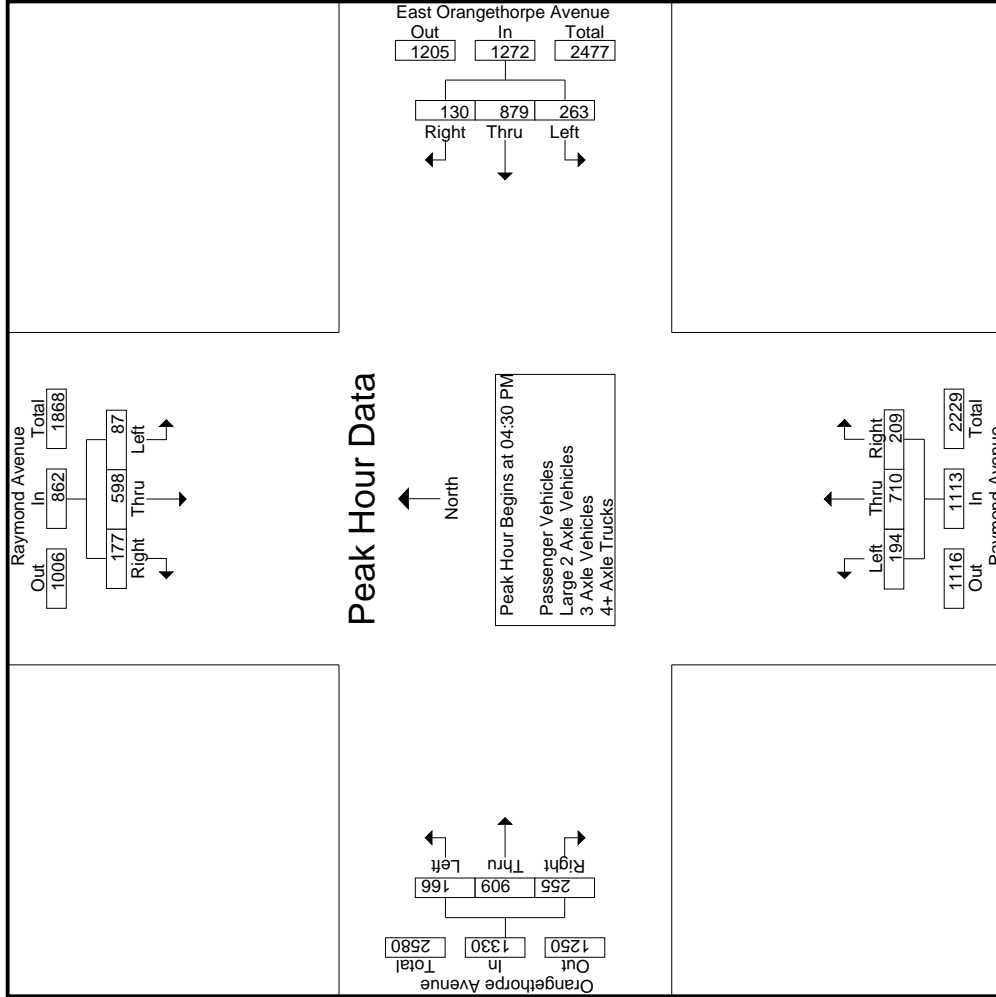
File Name : 02_FLN_Ray_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	Raymond Avenue Southbound							East Orangethorpe Avenue Westbound							Raymond Avenue Northbound							Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:00 PM	19	146	42	9	207	75	216	32	8	323	53	161	43	0	257	32	229	66	16	327	33	1114	33	1114	1147		
04:15 PM	15	150	40	23	205	52	199	28	6	279	54	165	37	0	256	40	204	61	5	305	34	1045	34	1045	1079			
04:30 PM	25	159	55	17	239	66	198	27	9	291	48	159	54	3	261	49	258	75	16	382	45	1173	45	1173	1218			
04:45 PM	16	123	43	13	182	61	206	21	4	288	62	186	66	0	314	42	202	58	12	302	29	1086	29	1086	1115			
Total	75	578	180	62	833	254	819	108	27	1181	217	671	200	3	1088	163	893	260	49	1316	141	4418	141	4418	4559			
05:00 PM	28	172	46	13	246	77	240	41	8	358	35	173	40	0	248	37	228	70	5	335	26	1187	26	1187	1213			
05:15 PM	18	144	33	10	195	59	235	41	7	335	49	192	49	2	290	38	221	52	4	311	23	1131	23	1131	1154			
05:30 PM	22	144	36	11	202	52	216	41	6	309	53	176	35	0	264	43	221	69	9	333	26	1108	26	1108	1134			
05:45 PM	14	125	33	20	172	45	226	26	5	297	60	181	50	0	291	41	230	68	9	339	34	1099	34	1099	1133			
Total	82	585	148	54	815	233	917	149	26	1299	197	722	174	2	1093	159	900	259	27	1318	109	4525	109	4525	4634			
Grand Total	157	1163	328	116	1648	487	1736	257	53	2480	414	1393	374	5	2181	322	1793	519	76	2634	250	8943	250	8943	9193			
Approch %	9.5	70.6	19.9			19.6	70	10.4			19	63.9	17.1			12.2	68.1	19.7			3.6	20	5.8	2.7	97.3			
Total %	1.8	13	3.7			5.4	19.4	2.9			27.7	15.6	4.2			3.6	20	5.8			29.5	2.7	97.3					
Passenger Vehicles	150	1129	319		1712	467	1671	251		2441	331	1362	346		2043	315	1733	490		2605	0	0	0	0	8801			
Passenger Vehicles	95.5	97.1	97.3		98.3	95.9	96.3	97.7		96.4	80	97.8	92.5		80	97.8	96.7	94.4		88.2	96.1	0	0	0	95.7			
Large 2 Axle Vehicles	5	15	7		29	10	50	6		67	65	24	17		107	2	22	4		30	0	0	0	0	233			
Large 2 Axle Vehicles	3.2	1.3	2.1		1.7	2.1	2.9	2.3		1.9	15.7	1.7	4.5		20	0.6	1.2	0.8		1.1	0	0	0	0	2.5			
3 Axle Vehicles	0	0	0		0	0	9	0		9	10	1	3		14	3	24	13		45	0	0	0	0	68			
3 Axle Vehicles	0	0	0		0	0	0.5	0		0.4	2.4	0.1	0.8		0.6	0.9	1.3	2.5		6.6	0	0	0	0	0.7			
4+ Axle Trucks	2	19	2		23	10	6	0		16	8	6	8		22	2	14	12		30	0	0	0	0	91			
4+ Axle Trucks	1.3	1.6	0.6		1.3	2.1	0.3	0		0.6	1.9	0.4	2.1		1	0.6	0.8	2.3		2.6	0	0	0	0	1			

Start Time	Raymond Avenue Southbound							East Orangethorpe Avenue Westbound							Raymond Avenue Northbound							Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:30 PM	25	159	55		239	66	198	27		291	48	159	54		261	49	258	75		382	33	1114	33	1114	1147		
04:45 PM	16	123	43		182	61	206	21		288	62	186	66		314	42	202	58		302	29	1086	29	1086	1115			
05:00 PM	28	172	46		246	77	240	41		358	35	173	40		248	37	228	70		335	26	1187	26	1187	1213			
05:15 PM	18	144	33		195	59	235	41		335	49	192	49		290	38	221	52		311	23	1131	23	1131	1154			
05:30 PM	22	144	36		202	52	216	41		309	53	176	35		264	43	221	69		333	26	1108	26	1108	1134			
05:45 PM	14	125	33		172	45	226	26		297	60	181	50		291	41	230	68		339	34	1099	34	1099	1133			
Total	87	598	177		862	263	879	130		1272	194	710	209		1113	166	909	255		1330	141	4418	141	4418	4559			
% App. Total	10.1	69.4	20.5		10.2	20.7	69.1	10.2		10.2	17.4	63.8	18.8		18.8	12.5	68.3	19.2		19.2	109	4525	109	4525	4634			
PHF	.777	.869	.805		.876	.854	.916	.793		.888	.782	.924	.792		.886	.847	.881	.850		.870	109	4525	109	4525	4634			

Start Time	Raymond Avenue Southbound							East Orangethorpe Avenue Westbound							Raymond Avenue Northbound							Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:00 PM to 05:45 PM - Peak 1 of 1	25	159	55		239	66	198	27		291	48	159	54		261	49	258	75		382	33	1114	33	1114	1147		
Intersection Begins at 04:30 PM	16	123	43		182	61	206	21		288	62	186	66		314	42	202	58		302	29	1086	29	1086	1115			
Total	41	282	98		421	127	404	48		579	110	445	110		575	91	460	133		684	62	2100	62	2100	2162			



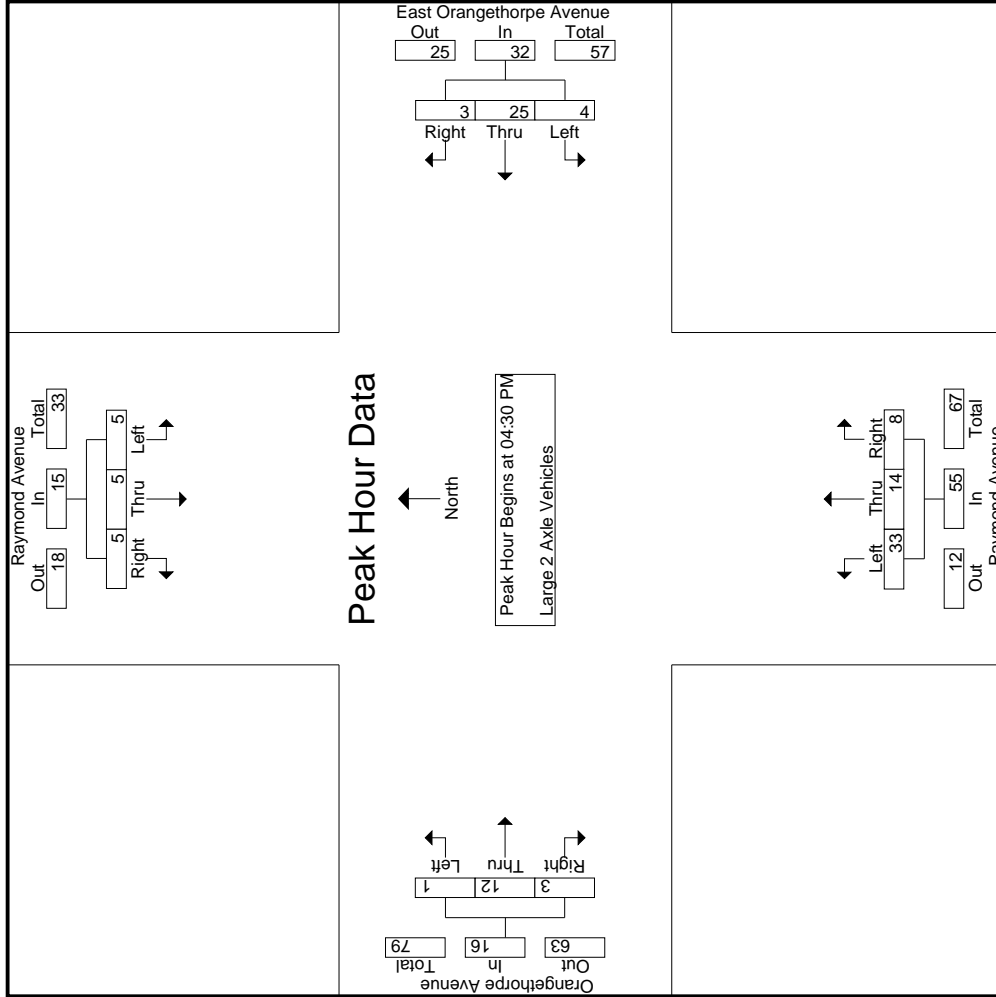
Groups Printed - Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	4	0	0	4	3	3	1	0	7	8	1	3	0	12	0	2	0	25
04:15 PM	0	3	0	0	3	2	6	1	0	9	3	3	0	0	6	0	7	0	25
04:30 PM	2	1	0	0	3	1	4	0	0	5	4	4	1	0	9	1	4	0	22
04:45 PM	0	4	2	0	6	2	9	1	1	12	7	4	1	0	12	0	3	1	34
Total	2	12	2	0	16	8	22	3	1	33	22	12	5	0	39	1	15	2	106
05:00 PM	3	0	2	1	5	0	4	0	0	4	9	3	1	0	13	0	2	2	26
05:15 PM	0	0	1	0	1	1	8	2	0	11	13	3	5	1	21	0	3	0	36
05:30 PM	0	3	2	1	5	0	8	1	0	9	11	6	2	0	19	0	0	0	33
05:45 PM	0	0	0	0	0	1	8	0	0	9	10	0	4	0	14	1	2	0	26
Total	3	3	5	2	11	2	28	3	0	33	43	12	12	1	67	1	7	2	121
Grand Total	5	15	7	2	27	10	50	6	1	66	65	24	17	1	106	2	22	4	2
Approch %	18.5	55.6	25.9			15.2	75.8	9.1			61.3	22.6	16		46.7	7.1	78.6	14.3	
Total %	2.2	6.6	3.1		11.9	4.4	22	2.6		29.1	28.6	10.6	7.5			0.9	9.7	1.8	
																			12.3
																			2.6
																			97.4

3.1-33

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	2	1	0	0	3	1	4	0	0	5	4	4	1	1	9	1	4	0	5	22
04:45 PM	0	4	2	0	6	2	9	1	0	12	7	4	1	1	12	0	3	1	4	34
05:00 PM	3	0	2	1	5	0	4	0	0	4	9	3	3	1	13	0	2	2	4	26
05:15 PM	0	0	1	1	2	1	8	2	0	11	13	0	4	0	21	0	3	0	3	36
Total Volume	5	5	5	5	15	4	25	3	32	32	33	14	8	55	1	12	3	16	118	
% App. Total	33.3	33.3	33.3		33.3	12.5	78.1	9.4		60	60	25.5	14.5		6.2	75	18.8			
PHF	.417	.313	.625		.625	.500	.694	.375		.667	.635	.875	.400		.655	.250	.750	.375	.800	.819

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



Groups Printed - 3 Axle Vehicles

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	5	3	8
04:15 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	4
04:30 PM	0	0	0	0	1	0	1	0	0	1	2	0	1	0	3	0	5	0	5
04:45 PM	0	0	0	0	1	0	1	0	0	2	2	0	0	0	2	1	6	0	7
Total	0	0	0	0	4	0	4	0	0	6	1	1	1	0	8	1	18	5	24
05:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	2	5
05:15 PM	0	0	0	0	1	0	1	0	1	2	1	1	2	0	4	0	4	0	4
05:30 PM	0	0	0	0	2	0	2	0	0	1	0	1	2	0	3	0	3	0	3
05:45 PM	0	0	0	0	1	0	1	0	0	3	2	0	2	2	4	2	4	2	4
Total	0	0	0	0	5	0	5	0	0	6	2	2	6	8	16	2	27	2	29
Grand Total	0	0	0	0	9	0	9	0	0	14	3	1	3	0	14	3	24	13	5
Approch %	0	0	0	0	71.4	0	71.4	0	0	22.2	7.5	7.1	21.4	0	4.8	7.4	60	32.5	40
Total %	0	0	0	0	14.3	0	14.3	0	0	22.2	4.8	1.6	4.8	0	20.6	7.4	38.1	20.6	63.5

3.1-35

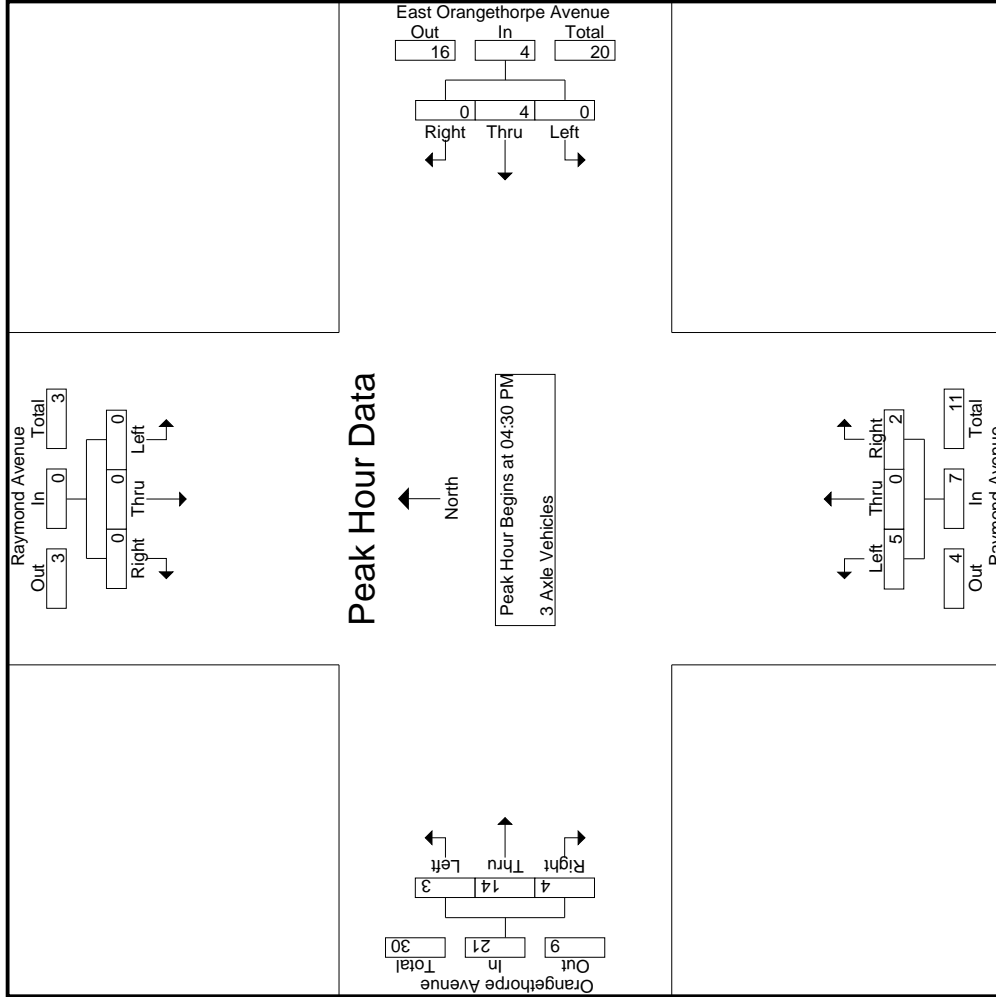
Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	3	0	5	0	5
04:45 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	6	0	7
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	1	1	0	4	2	4	2	6
Total Volume	0	0	0	0	0	0	4	0	0	2	5	0	2	3	7	3	14	4	21
% App. Total	0	0	0	0	0	0	100	0	0	28.6	71.4	0	66.7	19	19	19	66.7	19	63.5
PHF	.000	.000	.000	.000	.000	.000	1.00	.000	.000	.500	.625	.000	.583	.750	.583	.500	.583	.500	.800

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

Counts Unlimited
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 Corona, CA 92878
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City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	2	1	0	3	1	0	0	0	1	1	1	0	0	2	0	6	1	0	7
04:15 PM	1	4	0	0	5	1	2	0	0	3	0	1	4	0	5	0	3	1	0	4
04:30 PM	0	1	0	0	1	2	1	0	0	3	4	1	0	0	5	1	0	2	1	3
04:45 PM	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	0	2	6	1	8
Total	1	11	2	0	14	5	3	0	0	8	5	3	4	0	12	1	11	10	2	22
05:00 PM	0	2	0	0	2	2	0	0	0	2	1	1	1	0	3	0	1	0	0	1
05:15 PM	1	2	0	0	3	3	2	0	0	5	0	1	0	0	1	0	1	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	1	1	0	0	2
05:45 PM	0	2	0	0	2	0	1	0	0	1	1	1	1	0	3	0	0	2	0	2
Total	1	8	0	0	9	5	3	0	0	8	3	3	4	0	10	1	3	2	0	6
Grand Total	2	19	2	0	23	10	6	0	0	16	8	6	8	0	22	2	14	12	2	28
Approch %	8.7	82.6	8.7			62.5	37.5	0			36.4	27.3	36.4		24.7	7.1	50	42.9		31.5
Total %	2.2	21.3	2.2		25.8	11.2	6.7	0		18	9	6.7	9			2.2	15.7	13.5		2.2

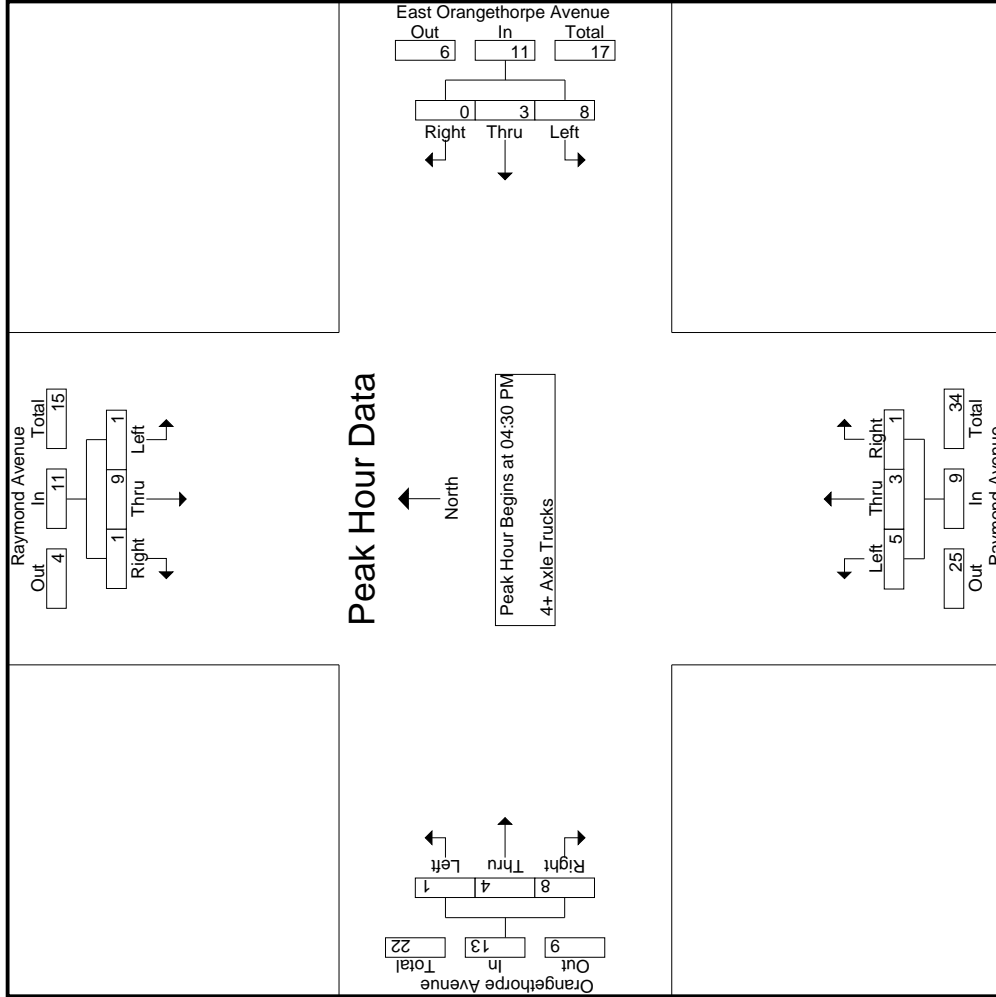
Start Time	Raymond Avenue Southbound				East Orangethorpe Avenue Westbound				Raymond Avenue Northbound				Orangethorpe Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
04:30 PM	0	1	0	0	1	2	1	0	0	3	4	1	0	0	5	1	0	0	0	2	3	12
04:45 PM	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	0	2	6	8	0	14	
05:00 PM	0	2	0	0	2	2	0	0	0	2	1	1	0	0	1	0	1	0	0	1	8	
05:15 PM	1	2	0	0	3	3	2	0	0	5	0	0	0	0	1	0	1	0	0	1	10	
Total Volume	1	9	1	0	11	8	3	0	0	11	5	3	1	0	9	1	4	8	0	13	44	
% App. Total	9.1	81.8	9.1			72.7	27.3	0			55.6	33.3	11.1			7.7	30.8	61.5		61.5		
PHF	.250	.563	.250		.550	.667	.375	.000		.550	.313	.750	.250		.450	.250	.500	.333		.406	.786	

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

Counts Unlimited
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 (951) 268-6268

City of Fullerton
 N/S: Raymond Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 02_FLN_Ray_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: Raymond Avenue
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Raymond Avenue Pedestrians	East Leg E Orangethorpe Avenue Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg E Orangethorpe Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2
7:30 AM	1	1	4	3	9
7:45 AM	1	1	0	5	7
8:00 AM	1	2	0	1	4
8:15 AM	1	0	2	1	4
8:30 AM	1	3	3	0	7
8:45 AM	3	1	2	1	7
TOTAL VOLUMES:	10	8	11	11	40

	North Leg Raymond Avenue Pedestrians	East Leg E Orangethorpe Avenue Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg E Orangethorpe Avenue Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	2	0	0	0	2
4:45 PM	1	1	0	0	2
5:00 PM	3	0	0	0	3
5:15 PM	0	0	1	3	4
5:30 PM	6	1	3	0	10
5:45 PM	0	1	4	2	7
TOTAL VOLUMES:	14	3	8	5	30

Location: Fullerton
 N/S: Raymond Avenue
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

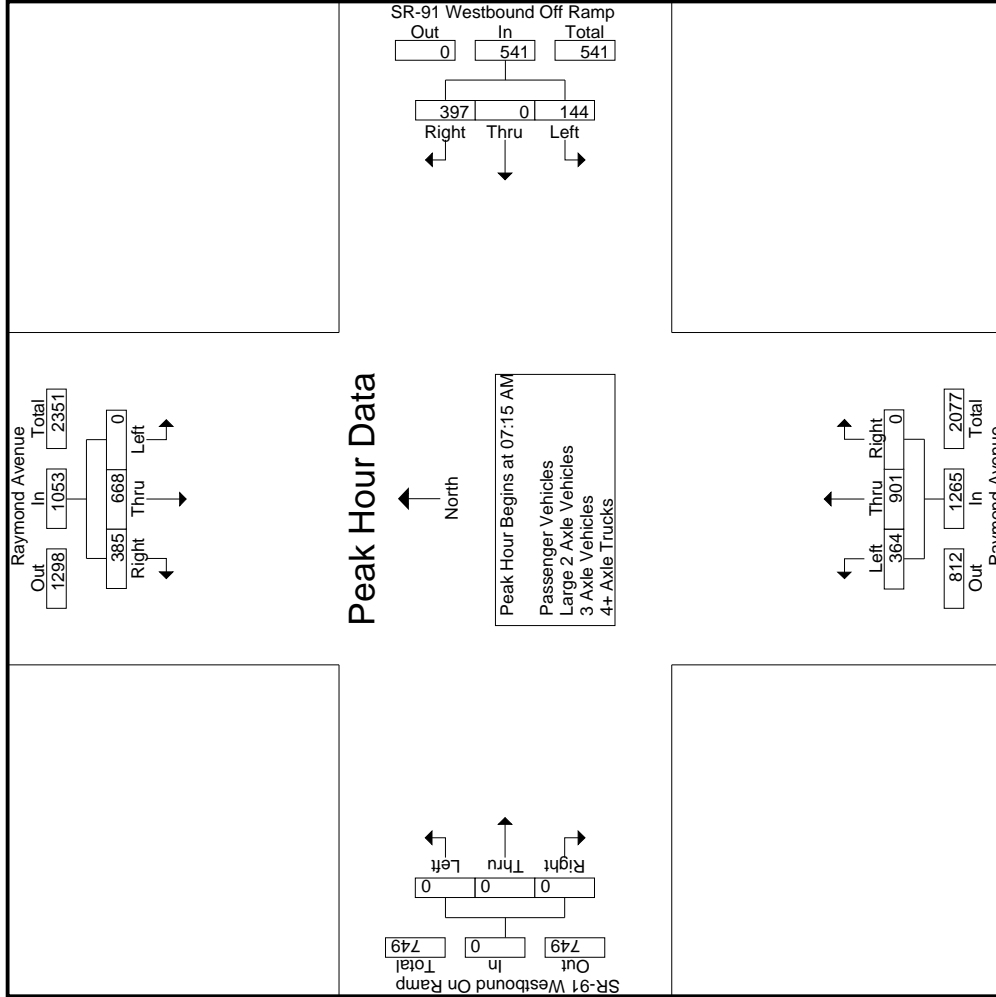
	Southbound Raymond Avenue			Westbound E Orangethorpe Avenue			Northbound Raymond Avenue			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	1	0	3

	Southbound Raymond Avenue			Westbound E Orangethorpe Avenue			Northbound Raymond Avenue			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	2	0	0	1	0	0	0	0	4

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

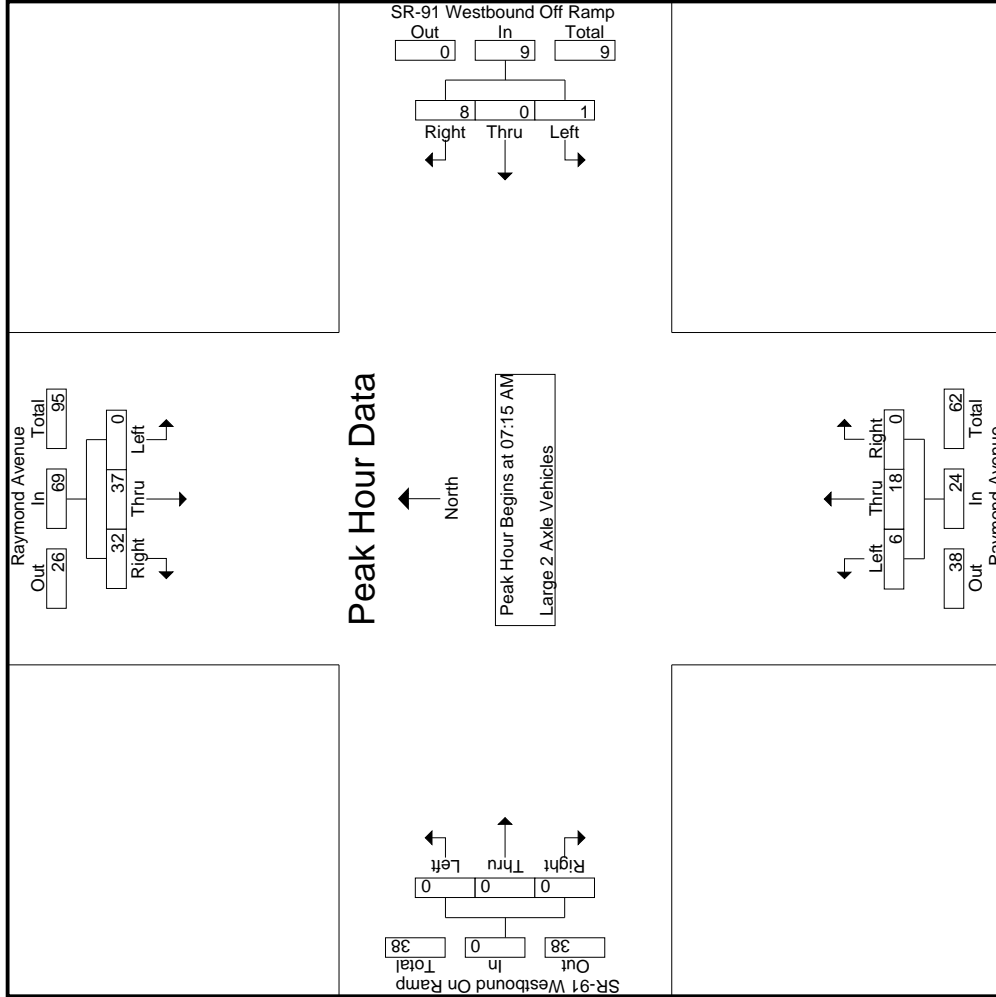
Start Time	Raymond Avenue Southbound					SR-91 Westbound Off Ramp					Raymond Avenue Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	7	8	1	15	1	0	2	1	3	2	5	0	0	7	0	0	0	0	0	2	25	27	27
07:15 AM	0	9	10	5	19	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5	24	29	29
07:30 AM	0	14	7	2	21	1	0	2	1	3	1	2	0	0	3	0	0	0	0	0	3	27	30	30
07:45 AM	0	4	9	3	13	0	0	2	2	2	0	6	0	0	6	0	0	0	0	0	5	21	26	26
Total	0	34	34	11	68	2	0	6	4	8	5	16	0	0	21	0	0	0	0	0	15	97	112	112
08:00 AM	0	10	6	0	16	0	0	4	2	4	3	7	0	0	10	0	0	0	0	0	2	30	32	32
08:15 AM	0	22	7	3	29	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	3	38	41	41
08:30 AM	0	8	13	3	21	1	0	1	1	2	0	9	0	0	9	0	0	0	0	0	4	32	36	36
08:45 AM	0	10	8	3	18	0	0	2	1	2	2	8	0	0	10	0	0	0	0	0	4	30	34	34
Total	0	50	34	9	84	2	0	8	4	10	7	29	0	0	36	0	0	0	0	0	13	130	143	143
Grand Total	0	84	68	20	152	4	0	14	8	18	12	45	0	0	57	0	0	0	0	0	28	227	255	255
Approch %	0	55.3	44.7		67	22.2	0	77.8		7.9	21.1	78.9	0	0	25.1	0	0	0	0	0	11	89		
Total %	0	37	30		67	1.8	0	6.2		7.9	5.3	19.8	0	0	25.1	0	0	0	0	0	11	89		

Start Time	Raymond Avenue Southbound					SR-91 Westbound Off Ramp Westbound					Raymond Avenue Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	9	10		19	0	0	0		0	2	3	0		5	0	0	0		0	0	0	0	24
07:30 AM	0	14	7		21	1	0	2		3	1	2	0		3	0	0	0		0	0	0	0	27
07:45 AM	0	4	9		13	0	0	2		2	0	6	0		6	0	0	0		0	0	0	0	21
08:00 AM	0	10	6		16	0	0	4		4	3	7	0		10	0	0	0		0	0	0	0	30
Total Volume	0	37	32		69	1	0	8		9	6	18	0		24	0	0	0		0	0	0	0	102
% App. Total	0	53.6	46.4		67	11.1	0	88.9		7.9	25	75	0		25.1	0	0	0		0	0	0	0	89
PHF	.000	.661	.800		.821	.250	.000	.500		.563	.500	.643	.000		.600	.000	.000	.000		.000	.000	.000	.000	.850

Counts Unlimited
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City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

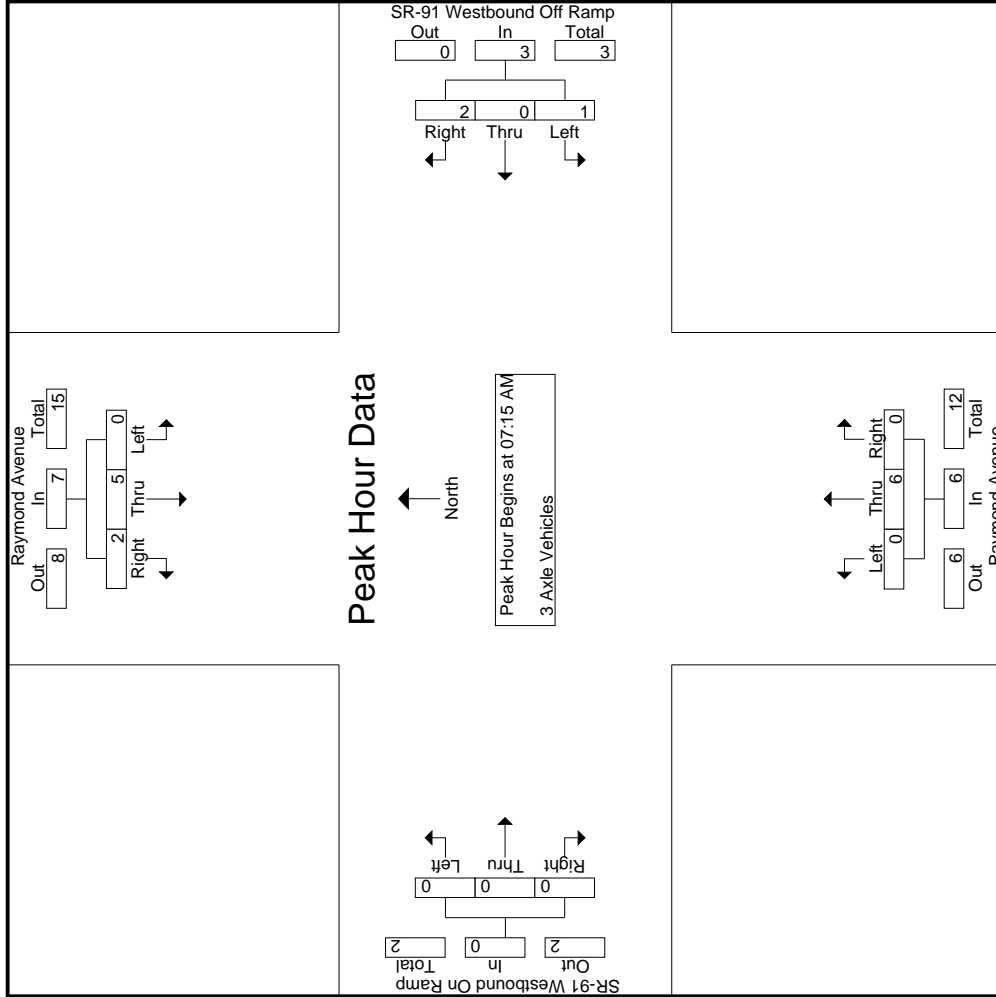
File Name : 03_FLN_Ray_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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File Name : 03_FLN_Ray_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound					SR-91 Westbound Off Ramp Westbound					Raymond Avenue Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	4	5	2	9	1	0	0	1	2	0	3	0	0	3	0	0	0	0	0	0	3	14	17
07:15 AM	0	3	6	1	9	1	0	2	1	3	2	4	0	0	6	0	0	0	0	0	0	2	18	20
07:30 AM	0	3	4	1	7	3	0	2	2	5	1	7	0	0	8	0	0	0	0	0	0	3	20	23
07:45 AM	0	1	1	0	2	1	0	5	5	6	2	5	0	0	7	0	0	0	0	0	0	5	15	20
Total	0	11	16	4	27	6	0	10	9	16	5	19	0	0	24	0	0	0	0	0	13	67	80	
08:00 AM	0	2	2	1	4	0	0	1	1	1	1	2	0	0	3	0	0	0	0	0	0	2	8	10
08:15 AM	0	3	3	0	6	0	0	1	1	1	1	2	0	0	3	0	0	0	0	0	0	1	10	11
08:30 AM	0	3	5	1	8	0	0	1	1	1	1	4	0	0	5	0	0	0	0	0	0	2	14	16
08:45 AM	0	5	4	0	9	0	0	2	2	2	1	5	0	0	6	0	0	0	0	0	0	2	17	19
Total	0	13	14	2	27	0	0	5	5	5	4	13	0	0	17	0	0	0	0	0	7	49	56	
Grand Total	0	24	30	6	54	6	0	15	14	21	9	32	0	0	41	0	0	0	0	0	20	116	136	
Apprch %	0	44.4	55.6		28.6	0	0	71.4		18.1	22	78	0		35.3	0	0	0		0	14.7	85.3		
Total %	0	20.7	25.9		46.6	5.2	0	12.9		18.1	7.8	27.6	0		35.3	0	0	0		0	14.7	85.3		

3.1-47

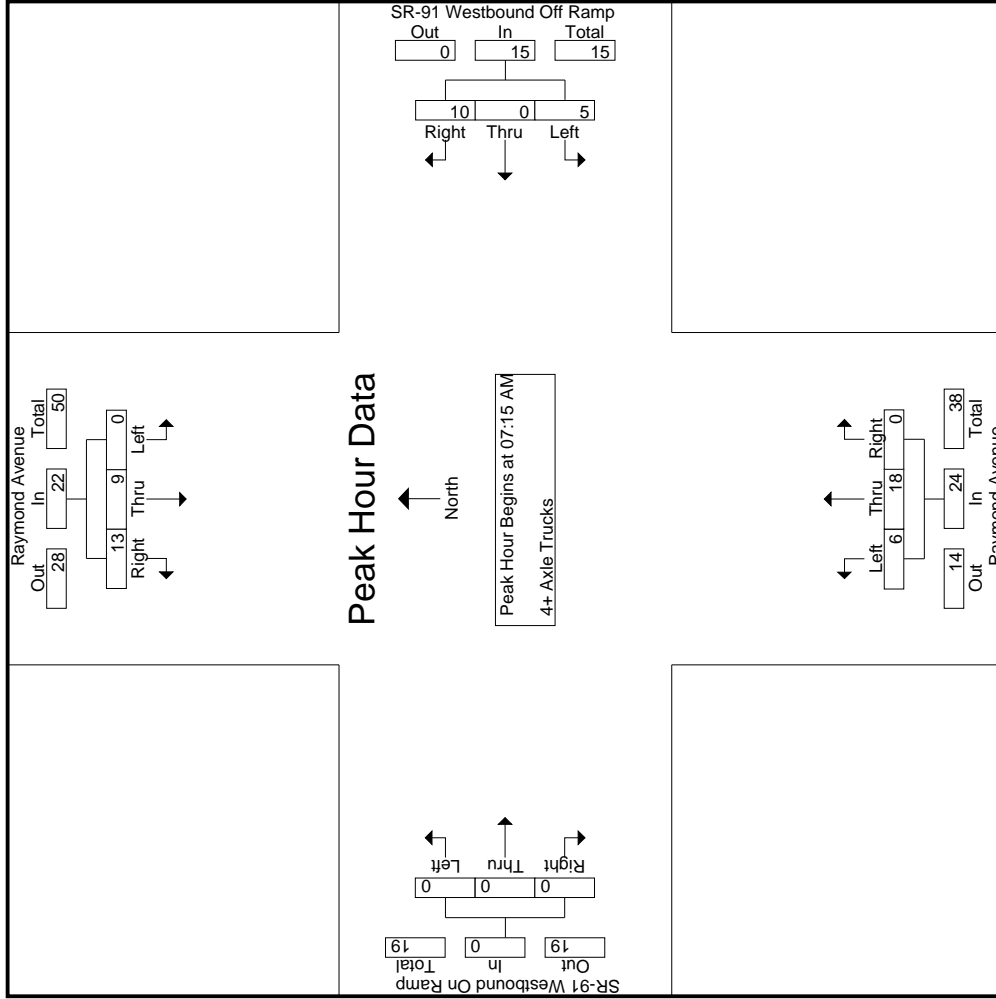
Start Time	Raymond Avenue Southbound					SR-91 Westbound Off Ramp Westbound					Raymond Avenue Northbound					SR-91 Westbound On Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	3	6		9	1	0	0	2	3	2	4	0	0	6	0	0	0	0	0	0	0	0
07:30 AM	0	3	4		7	3	0	2	2	5	1	7	0	0	8	0	0	0	0	0	0	0	0
07:45 AM	0	1	1		2	1	0	5	5	6	2	5	0	0	7	0	0	0	0	0	0	0	0
08:00 AM	0	2	2		4	0	0	1	1	1	1	2	0	0	3	0	0	0	0	0	0	0	0
Total Volume	0	9	13		22	5	0	10	15	15	6	18	0	0	24	0	0	0	0	0	0	0	0
% App. Total	0	40.9	59.1		33.3	0	0	66.7		66.7	25	75	0		75	0	0	0		0	0	0	0
PHF	.000	.750	.542		.611	.417	.000	.500		.625	.750	.643	.000		.750	.000	.000	.000		.000	.000	.000	.763

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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	Raymond Avenue Southbound						Raymond Avenue Northbound						SR-91 Westbound Off Ramp Westbound						SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	189	148	51	337		73	190	0	0	263		0	0	0	0	0		0	0	0	0	0	111
04:15 PM	0	172	121	47	293		74	180	0	0	254		0	0	0	0	0		0	0	0	0	0	98
04:30 PM	0	208	148	73	356		74	217	0	0	291		0	0	0	0	0		0	0	0	0	0	134
04:45 PM	0	164	112	52	276		87	250	0	0	337		0	0	0	0	0		0	0	0	0	0	113
Total	0	733	529	223	1262		308	837	0	0	1145		0	0	0	0	0		0	0	0	0	0	456
05:00 PM	0	209	199	56	408		82	203	0	0	285		0	0	0	0	0		0	0	0	0	0	105
05:15 PM	0	172	134	49	306		58	200	0	0	258		0	0	0	0	0		0	0	0	0	0	132
05:30 PM	0	176	117	49	293		79	198	0	0	277		0	0	0	0	0		0	0	0	0	0	104
05:45 PM	0	163	98	31	261		94	241	0	0	335		0	0	0	0	0		0	0	0	0	0	97
Total	0	720	548	185	1268		313	842	0	0	1155		0	0	0	0	0		0	0	0	0	0	438
Grand Total	0	1453	1077	408	2530		621	1679	0	0	2300		0	0	0	0	0		0	0	0	0	0	894
Approch %	0	57.4	42.6				27	73	0	0			0	0	0	0	0		0	0	0	0	0	5877
Total %	0	24.7	18.3		43		10.6	28.6	0	0	39.1		0	0	0	0	0		0	0	0	0	0	13.2
Passenger Vehicles	0	1416	1024		2829		617	1617	0	0	2234		0	0	0	0	0		0	0	0	0	0	0
Passenger Vehicles	0	97.5	95.1	95.3	96.3		99.4	96.3	0	0	97.1		0	0	0	0	0		0	0	0	0	0	0
Large 2 Axle Vehicles	0	9	20		37		2	38	0	0	40		0	0	0	0	0		0	0	0	0	0	0
Large 2 Axle Vehicles	0	0.6	1.9	2	1.3		0.3	2.3	0	0	1.7		0	0	0	0	0		0	0	0	0	0	0
3 Axle Vehicles	0	6	8		17		0	7	0	0	7		0	0	0	0	0		0	0	0	0	0	0
3 Axle Vehicles	0	0.4	0.7	0.7	0.6		0	0.4	0	0	0.3		0	0	0	0	0		0	0	0	0	0	0
4+ Axle Trucks	0	22	25		55		2	17	0	0	19		0	0	0	0	0		0	0	0	0	0	0
4+ Axle Trucks	0	1.5	2.3	2	1.9		0.3	1	0	0	0.8		0	0	0	0	0		0	0	0	0	0	0
PHF	0.000						0.883						0.869					0.000						

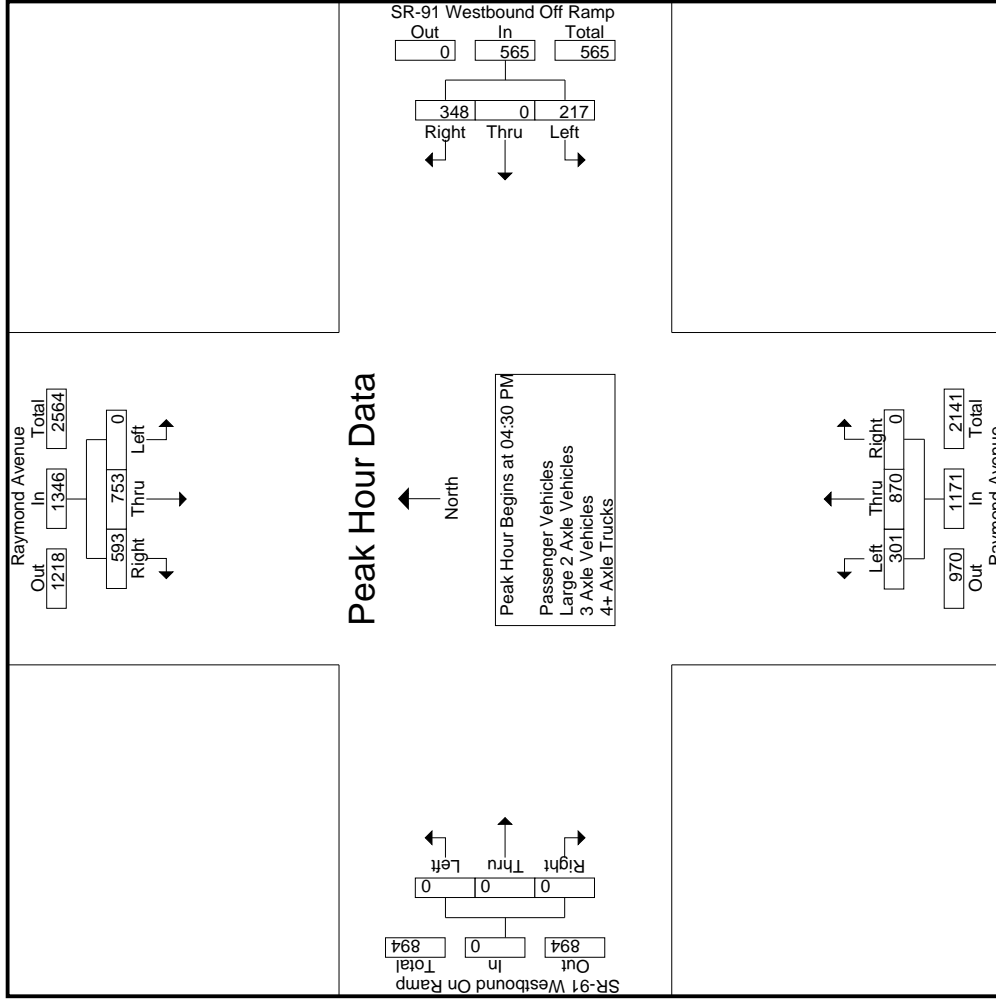
Start Time	Raymond Avenue Southbound						Raymond Avenue Northbound						SR-91 Westbound Off Ramp Westbound						SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:30 PM	0	208	148		356		134				82		52	0	82		134		291	0	0	0	0	0
04:45 PM	0	164	112		276		123				71		52	0	71		123		337	0	0	0	0	0
05:00 PM	0	209	199		408		148				87		61	0	87		148		285	0	0	0	0	0
05:15 PM	0	172	134		306		160				108		52	0	108		160		258	0	0	0	0	0
Total Volume	0	753	593		1346		565				348		217	0	348		565		1171	0	0	0	0	0
% App. Total	0	55.9	44.1				61.6				61.6		38.4	0	61.6		74.3		0	0	0	0	0	0
PHF	0.000						0.883				0.806		0.889		0.806		0.883		0.869				0.000	0.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound						SR-91 Westbound Off Ramp						Raymond Avenue Northbound						SR-91 Westbound On Ramp Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total	
04:00 PM	0	2	6	1	8	21	0	0	0	3	12	0	7	0	0	7	19	0	0	0	0	0	0	2	18
04:15 PM	0	2	6	3	8	8	1	0	4	2	5	4	4	0	0	4	4	0	0	0	0	0	0	5	17
04:30 PM	0	1	1	1	2	2	0	0	3	3	3	2	2	0	0	3	3	0	0	0	0	0	0	4	8
04:45 PM	0	0	3	3	3	3	0	0	1	1	1	5	5	0	0	5	5	0	0	0	0	0	0	4	9
Total	0	5	16	8	21	21	1	0	11	7	12	1	18	0	0	19	19	0	0	0	0	0	0	15	52
05:00 PM	0	1	2	0	3	3	0	0	1	1	1	0	5	0	0	5	5	0	0	0	0	0	0	1	9
05:15 PM	0	1	1	0	2	2	0	0	1	1	1	3	3	0	0	3	3	0	0	0	0	0	0	1	6
05:30 PM	0	1	0	0	1	1	0	0	2	1	2	7	7	0	0	8	8	0	0	0	0	0	0	1	11
05:45 PM	0	1	1	1	2	2	0	0	1	1	1	5	5	0	0	5	5	0	0	0	0	0	0	1	8
Total	0	4	4	0	8	8	0	0	5	4	5	1	20	0	0	21	21	0	0	0	0	0	0	4	34
Grand Total	0	9	20	8	29	29	1	0	16	11	17	2	38	0	0	40	40	0	0	0	0	0	0	19	86
Approch %	0	31	69		5.9	5.9	0	0	94.1		19.8	5	95	0	0	46.5	46.5	0	0	0	0	0	0	18.1	81.9
Total %	0	10.5	23.3		33.7	33.7	1.2	0	18.6		19.8	2.3	44.2	0	0	46.5	46.5	0	0	0	0	0	0	18.1	81.9

3.1-51

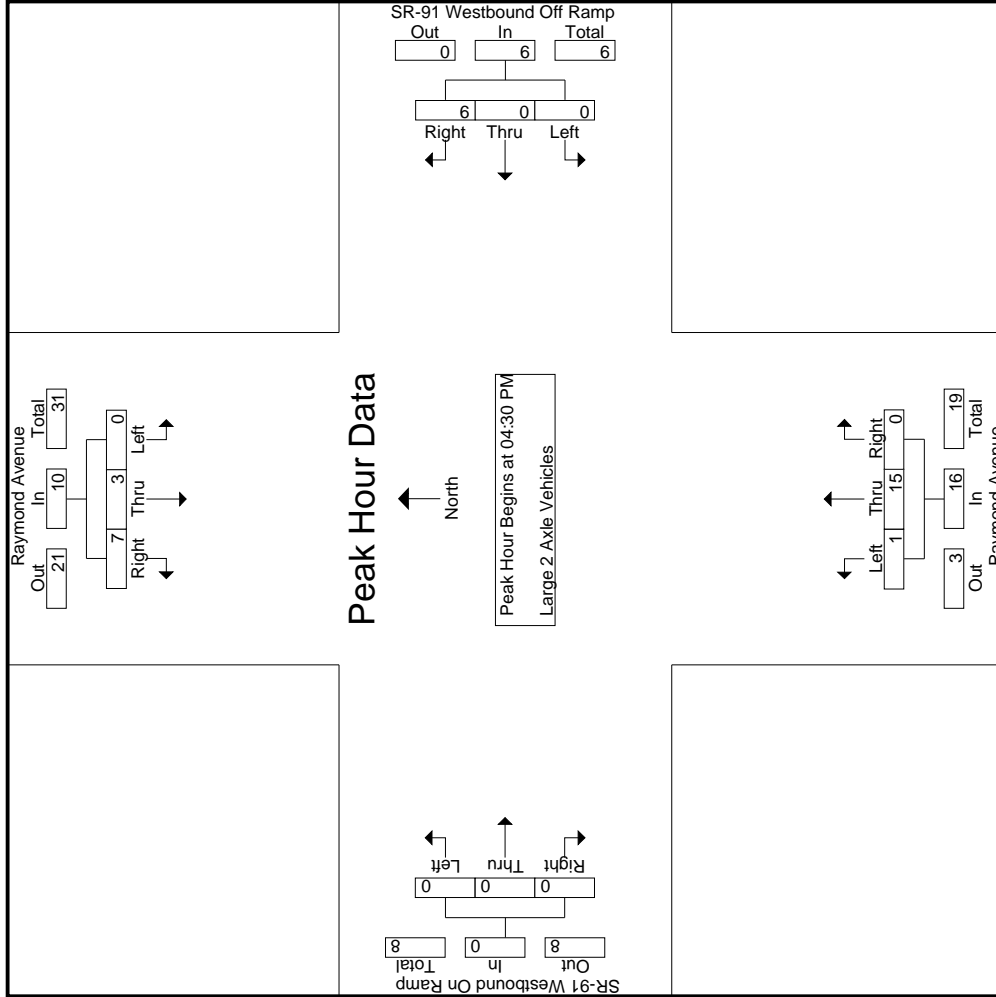
Start Time	Raymond Avenue Southbound						SR-91 Westbound Off Ramp Westbound						Raymond Avenue Northbound						SR-91 Westbound On Ramp Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total					Exclu. Total	Inclu. Total	
04:30 PM	0	1	1	1	1	1	0	0	0	0	0	1	2	0	0	2	2	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	1	0	5	0	0	5	5	0	0	0	0	0	0	0	0
05:00 PM	0	1	2	1	2	2	0	0	1	1	1	0	5	0	0	5	5	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	1	2	2	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	0	3	7	7	10	10	0	0	0	6	6	1	15	0	0	16	16	0	0	0	0	0	0	0	0
% App. Total	0	30	70		100	100	0	0	0	100	100	6.2	93.8	0	0	93.8	93.8	0	0	0	0	0	0	0	0
PHF	.000	.750	.583		.833	.833	.000	.000	.000	.500	.500	.250	.750	.000	.000	.800	.800	.000	.000	.000	.000	.000	.000	.000	.889

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

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

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

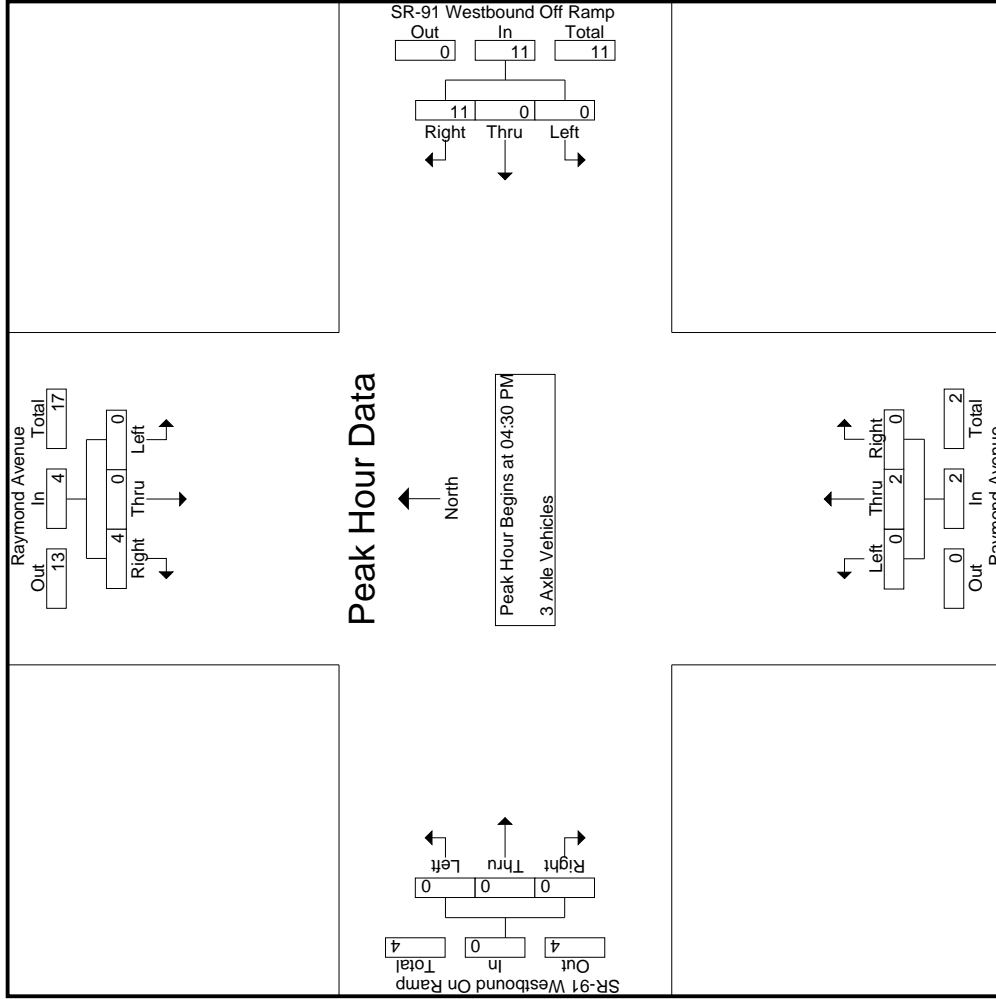
Start Time	Raymond Avenue Southbound				SR-91 Westbound Off Ramp Westbound				Raymond Avenue Northbound				SR-91 Westbound On Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left				Thru	Right	RTOR	App. Total
04:00 PM	0	1	2	2	3	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	3	6	9
04:15 PM	0	2	0	0	2	0	0	3	2	3	0	1	0	0	1	0	0	0	0	0	2	6	8
04:30 PM	0	0	0	0	0	0	0	3	2	3	0	1	0	0	1	0	0	0	0	0	2	4	6
04:45 PM	0	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	0	3	4	7
Total	0	3	2	2	5	0	0	12	8	12	0	3	0	0	3	0	0	0	0	0	10	20	30
05:00 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
05:30 PM	0	1	1	1	2	0	0	4	3	4	0	1	0	0	1	0	0	0	0	0	4	7	11
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	5
Total	0	3	6	1	9	0	0	8	3	8	0	4	0	0	4	0	0	0	0	0	4	21	25
Grand Total	0	6	8	3	14	0	0	20	11	20	0	7	0	0	7	0	0	0	0	0	14	41	55
Apprch %	0	42.9	57.1			0	0	100			0	100	0	0	17.1	0	0	0	0	0	25.5	74.5	
Total %	0	14.6	19.5		34.1	0	0	48.8		48.8	0	17.1	0	0	17.1	0	0	0	0	0	25.5	74.5	

Start Time	Raymond Avenue Southbound				SR-91 Westbound Off Ramp Westbound				Raymond Avenue Northbound				SR-91 Westbound On Ramp Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	3	3	3	0	1	0	0	1	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	4	0	0	11	11	11	0	2	0	0	2	0	0	0	0	0	0	0	17
% App. Total	0	0	0	0	100	0	0	100		100	0	100	0	0	0	0	0	0	0	0	0	0	17
PHF	.000	.000	.500	.500	.500	.000	.000	.688	.688	.688	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.708	

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



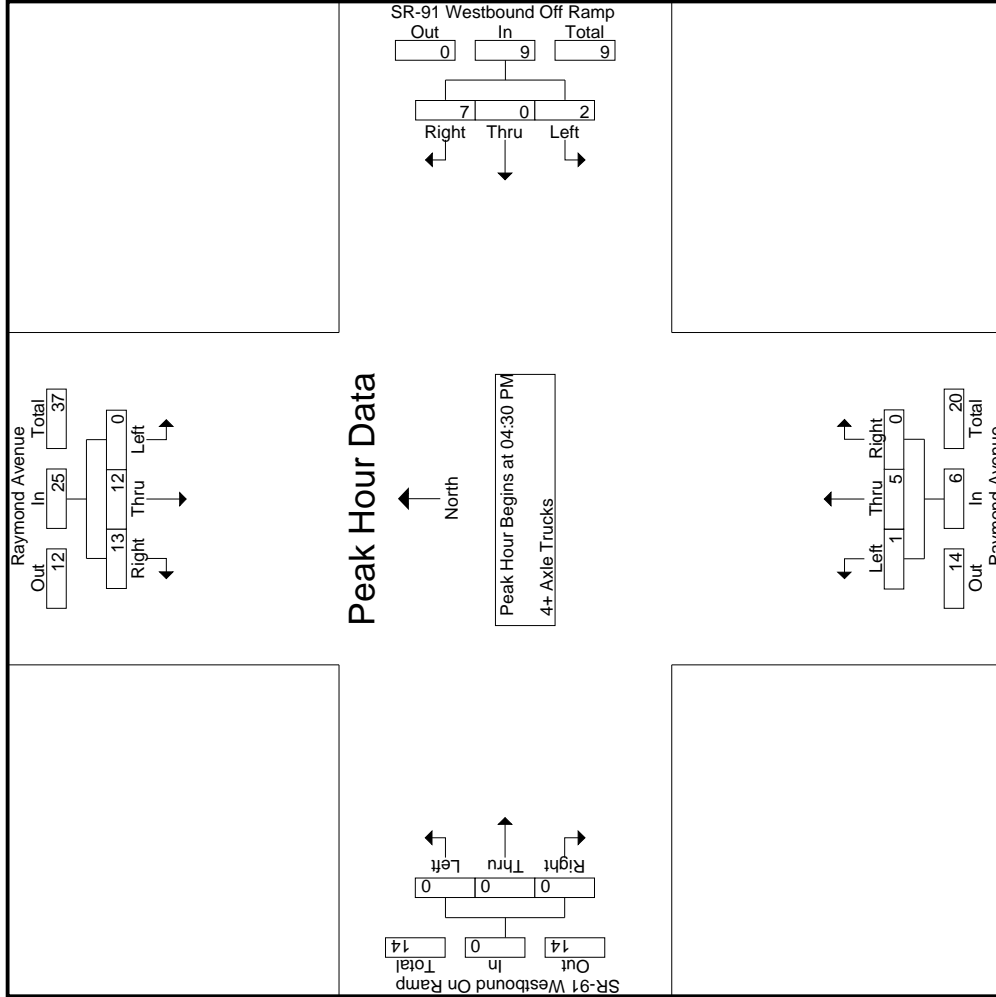
Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound						SR-91 Westbound Off Ramp Westbound						Raymond Avenue Northbound						SR-91 Westbound On Ramp Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
04:00 PM	0	2	4	0	6	2	0	0	1	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	14	15
04:15 PM	0	4	4	2	8	1	0	1	1	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	14	17
04:30 PM	0	3	2	1	5	0	0	3	3	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	11	15
04:45 PM	0	5	5	2	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	13
Total	0	14	15	5	29	4	0	5	5	9	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	10	50	60
05:00 PM	0	2	4	2	6	1	0	2	2	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	10	14
05:15 PM	0	2	2	0	4	0	0	2	2	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8	10
05:30 PM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	7
05:45 PM	0	1	2	1	3	0	0	3	3	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	8	12
Total	0	8	10	3	18	1	0	7	7	8	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	10	33	43
Grand Total	0	22	25	8	47	5	0	12	12	17	2	17	0	0	19	0	0	0	0	0	0	0	0	0	0	20	83	103
Approch %	0	46.8	53.2			29.4	0	70.6			10.5	89.5	0			0	0	0			0	0	0			19.4	80.6	
Total %	0	26.5	30.1		56.6	6	0	14.5		20.5	2.4	20.5	0		22.9	0	0	0			0	0	0			19.4	80.6	
Start Time	Raymond Avenue Southbound						SR-91 Westbound Off Ramp Westbound						Raymond Avenue Northbound						SR-91 Westbound On Ramp Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
04:30 PM	0	3	3		6	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
04:45 PM	0	5	5		10	1	0	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
05:00 PM	0	2	2		4	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
05:15 PM	0	12	13		25	2	2	0		4	1	5	0		6	0	0	0		0	0	0	0		0	0	0	0
Total Volume	0	48	52		100	22.2	0	77.8		77.8	16.7	83.3	0		83.3	0	0	0		0	0	0	0		0	0	0	0
% App. Total	.000	.600	.650		.625	.500	.000	.583		.583	.250	.417	.000		.417	.000	.000	.000		.000	.500	.000	.000		.000	.000	.000	.909
PHF																												

Counts Unlimited
 PO Box 1178
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City of Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 03_FLN_Ray_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 WB Ramps



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Raymond Avenue Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
7:00 AM	0	1	0	2	3
7:15 AM	0	0	0	1	1
7:30 AM	0	1	0	2	3
7:45 AM	0	0	0	1	1
8:00 AM	0	1	0	1	2
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	1	2
TOTAL VOLUMES:	0	5	0	8	13

	North Leg Raymond Avenue Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg Raymond Avenue Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	4	4
4:30 PM	0	1	0	1	2
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	10	12

Location: Fullerton
 N/S: Raymond Avenue
 E/W: SR-91 WB Ramps



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Raymond Avenue			Westbound SR-91 WB Ramps			Northbound Raymond Avenue			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	4	0	0	0	0	6

	Southbound Raymond Avenue			Westbound SR-91 WB Ramps			Northbound Raymond Avenue			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	0	0	1	0	0	0	0	3

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

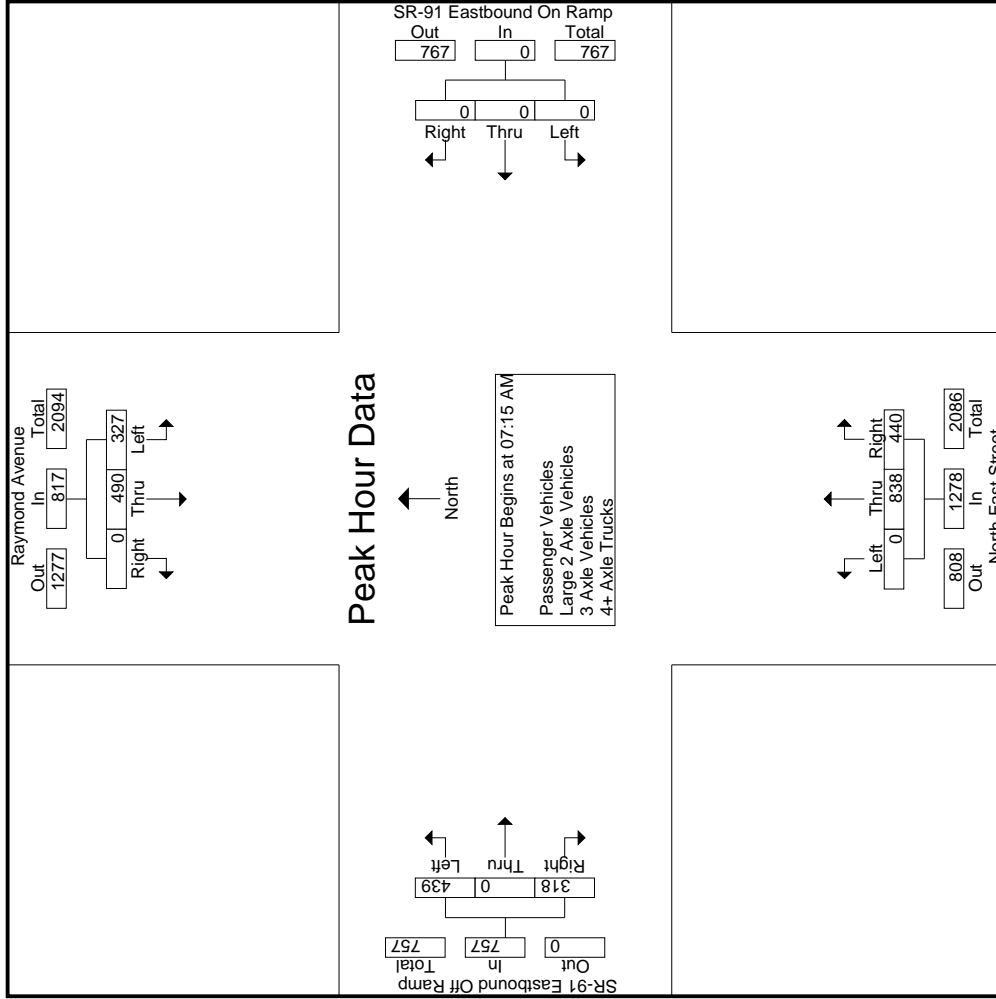
Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	83	103	0	0	186	0	0	0	0	0	0	158	92	44	250	101	1	48	22	150	66	586	652
07:15 AM	78	112	0	0	190	0	0	0	0	0	0	168	117	33	285	93	0	78	39	171	72	646	718
07:30 AM	98	117	0	0	215	0	0	0	0	0	0	219	108	41	327	117	0	63	32	180	73	722	795
07:45 AM	65	132	0	0	197	0	0	0	0	0	0	233	115	44	348	122	0	70	37	192	81	737	818
Total	324	464	0	0	788	0	0	0	0	0	0	778	432	162	1210	433	1	259	130	693	292	2691	2983
08:00 AM	86	129	0	0	215	0	0	0	0	0	0	218	100	38	318	107	0	107	39	214	77	747	824
08:15 AM	90	131	0	0	221	0	0	0	0	0	0	153	98	42	251	84	0	70	46	154	88	626	714
08:30 AM	64	119	0	0	183	0	0	0	0	0	0	163	85	34	248	100	0	72	47	172	81	603	684
08:45 AM	75	92	0	0	167	0	0	0	0	0	0	162	73	32	235	112	0	54	16	166	48	568	616
Total	315	471	0	0	786	0	0	0	0	0	0	696	356	146	1052	403	0	303	148	706	294	2544	2838
Grand Total	639	935	0	0	1574	0	0	0	0	0	0	1474	788	308	2262	836	1	562	278	1399	586	5235	5821
Approch %	40.6	59.4	0	0		0	0	0	0	0	0	65.2	34.8			59.8	0.1	40.2					
Total %	12.2	17.9	0	0	30.1	0	0	0	0	0	0	28.2	15.1		43.2	16	0	10.7		26.7	10.1	89.9	
Passenger Vehicles	490	908	0	0	1398	0	0	0	0	0	0	1418	760	96.1	2474	774	0	530	96.4	1572	0	0	5444
Large 2 Axle Vehicles	76.7	97.1	0	0	88.8	0	0	0	0	0	0	96.2	96.4	96.1	96.3	92.6	0	94.3	96.4	93.7	0	0	93.5
3 Axle Vehicles	120	19	0	0	139	0	0	0	0	0	0	38	13	58	58	28	1	15	49	49	0	0	246
4+ Axle Trucks	18.8	2	0	0	8.8	0	0	0	0	0	0	2.6	1.6	2.3	2.3	3.3	100	2.7	1.8	2.9	0	0	4.2
% 3 Axle Vehicles	6	1	0	0	7	0	0	0	0	0	0	4	5	11	11	6	0	4	4	11	0	0	29
% 4+ Axle Trucks	0.9	0.1	0	0	0.4	0	0	0	0	0	0	0.3	0.6	0.6	0.4	0.7	0	0.7	0.4	0.7	0	0	0.5
% 4+ Axle Trucks	23	7	0	0	30	0	0	0	0	0	0	14	10	27	27	28	0	13	45	45	0	0	102
% 4+ Axle Trucks	3.6	0.7	0	0	1.9	0	0	0	0	0	0	0.9	1.3	1	1.1	3.3	0	2.3	1.4	2.7	0	0	1.8

Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM to 08:45 AM - Peak 1 of 1	78	112	0	0	190	0	0	0	0	0	0	168	117		285	93	0	78		171			646
Intersection Begins at 07:15 AM	98	117	0	0	215	0	0	0	0	0	0	219	108		327	117	0	63		180			722
	65	132	0	0	197	0	0	0	0	0	0	233	115		348	122	0	70		192			737
	86	129	0	0	215	0	0	0	0	0	0	218	100		318	107	0	107		214			747
Total Volume	327	490	0	0	817	0	0	0	0	0	0	838	440		1278	439	0	318		757			2852
% App. Total	40	60	0	0		0	0	0	0	0	0	65.6	34.4			58	0	42					.954
PHF	.834	.928	.000	.000	.950	.000	.000	.000	.000	.000	.000	.899	.940		.918	.900	.000	.743		.884			

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	6	2	1	8	4	1	1	1	6	2	16	18
07:15 AM	7	2	0	0	9	0	0	0	0	0	4	4	4	2	8	1	0	2	1	3	3	20	23
07:30 AM	9	2	0	0	11	0	0	0	0	0	1	1	1	0	2	2	0	0	0	2	0	15	15
07:45 AM	4	1	0	0	5	0	0	0	0	0	4	2	2	2	6	3	0	1	0	4	2	15	17
Total	22	5	0	0	27	0	0	0	0	0	15	9	5	5	24	10	1	4	2	15	7	66	73
08:00 AM	23	3	0	0	26	0	0	0	0	0	8	0	0	0	8	3	0	1	0	4	0	38	38
08:15 AM	38	6	0	0	44	0	0	0	0	0	4	0	0	0	4	4	0	4	1	8	1	56	57
08:30 AM	19	3	0	0	22	0	0	0	0	0	3	2	0	2	5	7	0	4	2	11	2	38	40
08:45 AM	18	2	0	0	20	0	0	0	0	0	8	2	2	2	10	4	0	2	0	6	2	36	38
Total	98	14	0	0	112	0	0	0	0	0	23	4	2	2	27	18	0	11	3	29	5	168	173
Grand Total	120	19	0	0	139	0	0	0	0	0	38	13	7	7	51	28	1	15	5	44	12	234	246
Apprch %	86.3	13.7	0	0	0	0	0	0	0	0	74.5	25.5	0	0	21.8	63.6	2.3	34.1	0	18.8	4.9	95.1	0
Total %	51.3	8.1	0	0	59.4	0	0	0	0	0	16.2	5.6	0	0	0	12	0.4	6.4	0	0	0	0	0

3.1-61

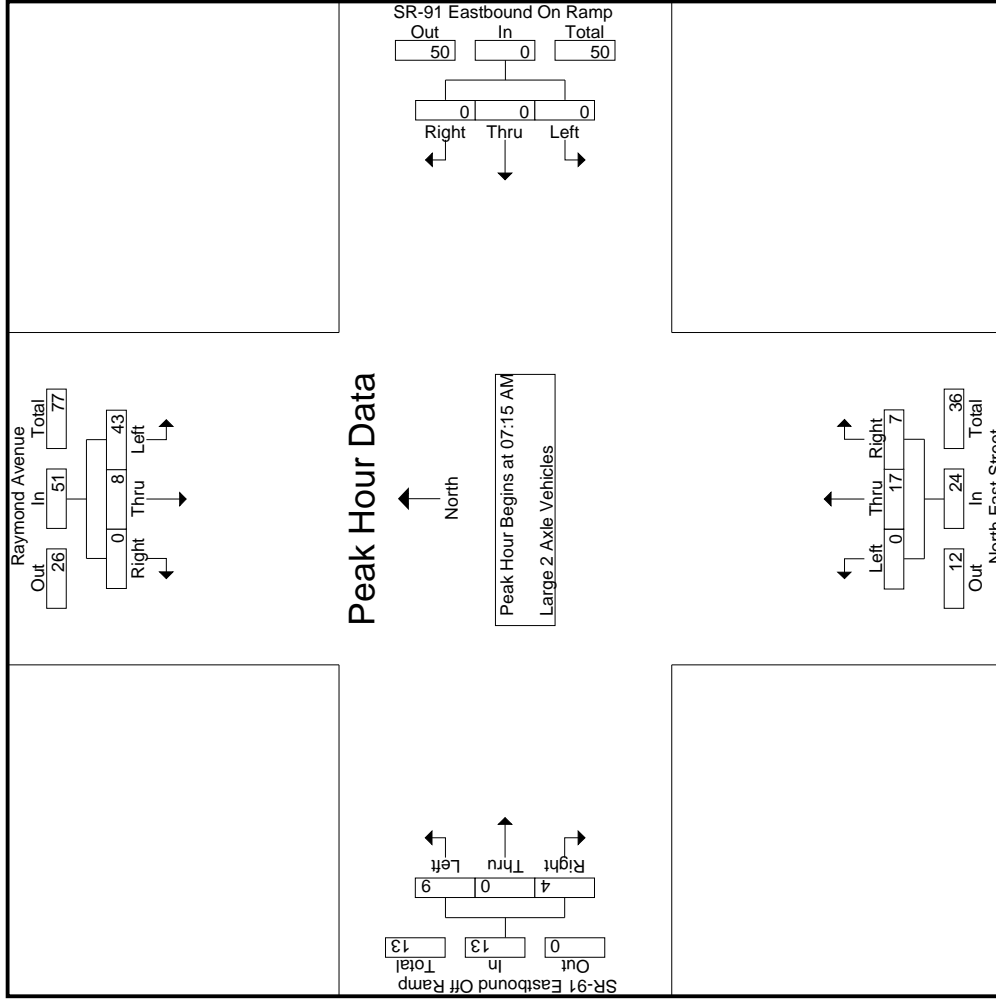
Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	7	2	0	0	9	0	0	0	0	0	4	4	4	4	16	1	0	0	0	1	0	3	3
07:30 AM	9	2	0	0	11	0	0	0	0	0	1	1	1	1	4	2	0	0	0	2	0	15	15
07:45 AM	4	1	0	0	5	0	0	0	0	0	4	4	2	2	10	3	0	0	0	3	0	15	15
08:00 AM	23	3	0	0	26	0	0	0	0	0	8	0	0	0	8	4	0	4	1	8	1	56	57
Total Volume	43	8	0	0	51	0	0	0	0	0	17	7	7	7	38	24	0	4	4	32	4	88	92
% App. Total	84.3	15.7	0	0	0	0	0	0	0	0	70.8	29.2	0	0	0	69.2	0	30.8	0	0	0	0	0
PHF	.467	.667	.000	.000	.490	.000	.000	.000	.000	.000	.531	.438	.000	.000	.750	.750	.000	.500	.000	.813	.500	.579	.000

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

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

City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
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File Name : 04_FLN_Ray_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	Raymond Avenue Southbound				SR-91 Eastbound On Ramp Westbound				North East Street Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	2
07:15 AM	1	1	0	0	2	0	0	2	1	2	2	0	1	0	2	1	6	7
07:30 AM	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	2	2
Total	3	1	0	0	4	0	0	3	2	5	3	0	1	0	4	1	13	14
08:00 AM	2	0	0	0	2	0	0	0	1	0	1	0	3	1	4	1	7	8
08:15 AM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	1	2	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	3	0	0	0	3	0	0	3	1	4	3	0	3	1	6	2	13	15
Grand Total	6	1	0	0	7	0	0	4	5	2	6	0	4	1	10	3	26	29
Approch %	85.7	14.3	0	0	0	0	0	44.4	55.6	34.6	60	0	40	0	38.5	10.3	89.7	
Total %	23.1	3.8	0	0	26.9	0	0	15.4	19.2	34.6	23.1	0	15.4	0	38.5	10.3	89.7	

3.1-63

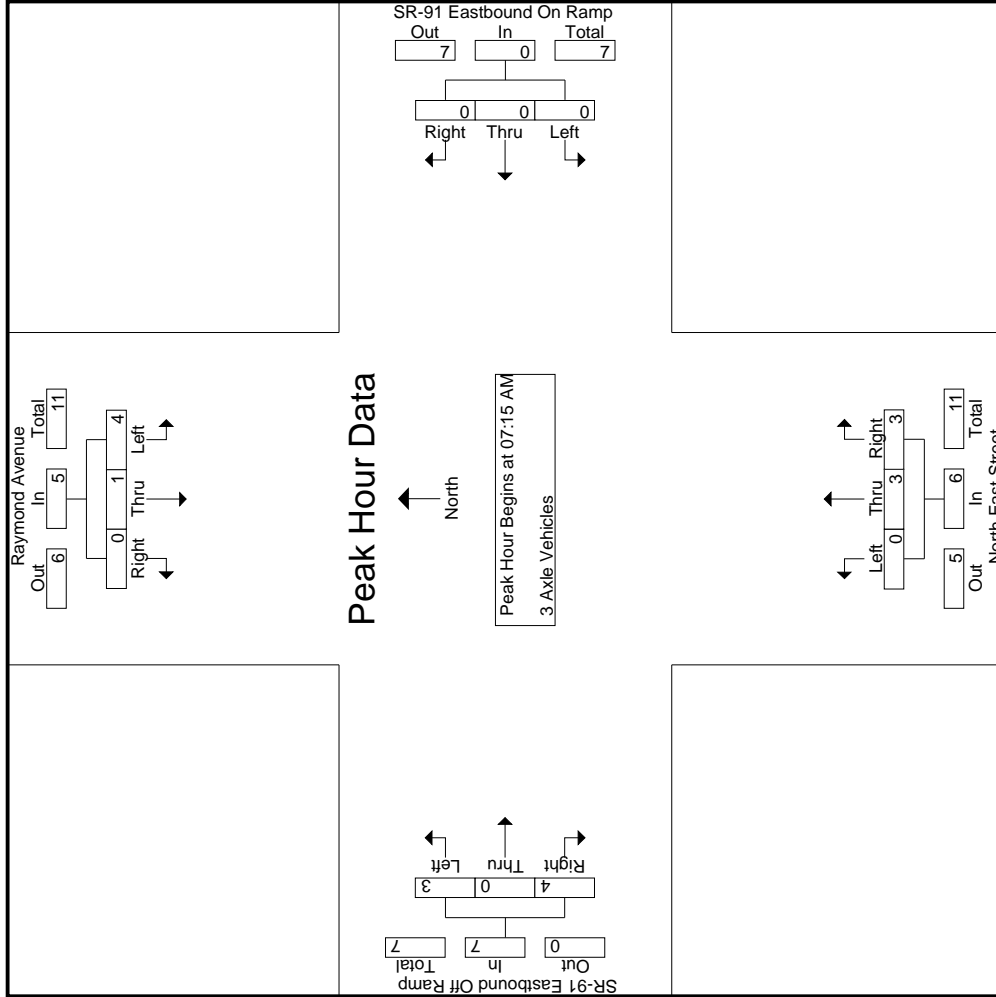
Start Time	Raymond Avenue Southbound				SR-91 Eastbound On Ramp Westbound				North East Street Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
08:00 AM	2	0	0	0	2	0	0	0	0	1	1	0	1	0	3	0	4	7
Total Volume	4	1	0	0	5	0	0	0	3	3	3	0	4	0	7	0	7	18
% App. Total	80	20	0	0	0	0	0	0	50	50	42.9	0	57.1	0	57.1	0	57.1	18
PHF	.500	.250	.000	.000	.625	.000	.000	.000	.375	.375	.750	.000	.333	.000	.438	.000	.643	

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

Counts Unlimited
 PO Box 1178
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City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:00 AM	4	1	0	0	5	0	0	0	0	0	0	0	1	0	1	3	0	0	1	0	4	0	0
07:15 AM	4	1	0	0	5	0	0	0	0	0	0	2	2	0	4	4	0	1	1	1	5	1	1	14
07:30 AM	3	3	0	0	6	0	0	0	0	0	0	3	4	1	7	5	0	0	0	0	5	1	1	18
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0	3	1	1	8	1	1	13
Total	12	6	0	0	18	0	0	0	0	0	0	8	7	1	15	17	0	5	2	22	3	3	55	
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	2	0	3	1	1	5	1	1	9
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	2	0	0	7
08:30 AM	3	1	0	0	4	0	0	0	0	0	0	3	2	2	5	3	0	3	1	6	3	1	3	14
08:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	0	0	10
Total	11	1	0	0	12	0	0	0	0	0	0	6	3	2	9	11	0	8	2	19	4	4	40	
Grand Total	23	7	0	0	30	0	0	0	0	0	0	14	10	3	24	28	0	13	4	41	7	7	95	
Approch %	76.7	23.3	0	0		0	0	0	0		58.3	41.7			25.3	68.3	0	31.7		43.2	6.9	6.9	93.1	
Total %	24.2	7.4	0	0	31.6	0	0	0	0	0	0	14.7	10.5		25.3	29.5	0	13.7		43.2				

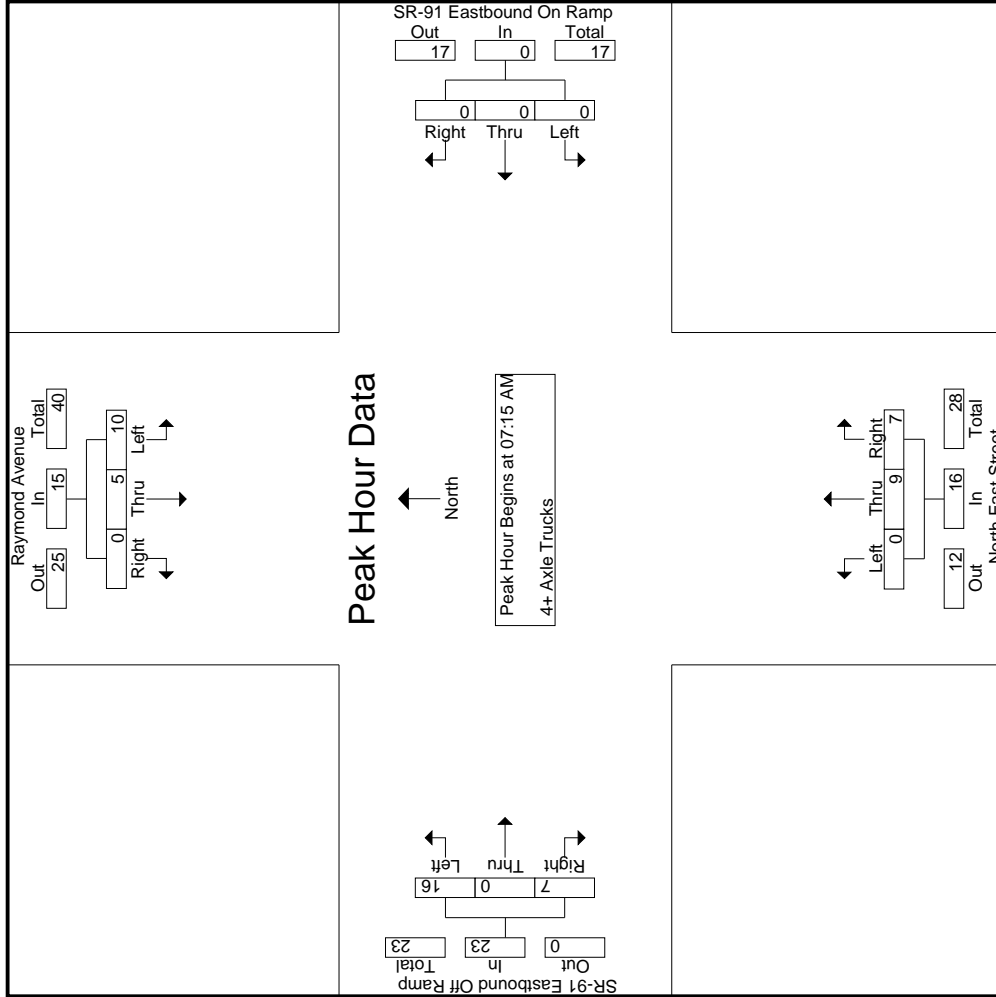
Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	07:15 AM	4	1	0	0	5	0	0	0	0	0	0	0	2	0	2	4	0	0	1	0	4	1	1
07:30 AM	3	3	0	0	6	0	0	0	0	0	0	3	4	0	7	5	0	0	0	0	5	0	0	18
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0	0	0	0	5	1	1	13
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	1	1	2	2	0	0	2	0	4	0	0	9
Total Volume	10	5	0	0	15	0	0	0	0	0	0	9	7	0	16	16	0	7	0	23	7	7	54	
% App. Total	66.7	33.3	0	0		0	0	0	0		56.2	43.8			43.8	69.6	0	30.4						
PHF	.625	.417	.000	.000	.625	.000	.000	.000	.000	.000	.000	.750	.438		.571	.800	.000	.583		.719			.750	

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

Counts Unlimited
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City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

Start Time	Raymond Avenue Southbound						SR-91 Eastbound On Ramp Westbound						North East Street Northbound						SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	74	155	0	0	229	0	0	0	0	0	0	167	49	24	216	88	0	106	47	194	71	639	710	
04:15 PM	63	168	0	0	231	0	0	0	0	0	0	181	49	15	230	83	1	116	58	200	73	661	734	
04:30 PM	70	192	0	0	262	0	0	0	0	0	0	171	61	29	232	110	1	129	54	240	83	734	817	
04:45 PM	62	159	0	0	221	0	0	0	0	0	0	204	44	14	248	135	1	142	63	278	77	747	824	
Total	269	674	0	0	943	0	0	0	0	0	0	723	203	82	926	416	3	493	222	912	304	2781	3085	
05:00 PM	67	195	0	0	262	0	0	0	0	0	0	207	61	20	268	80	0	107	47	187	67	717	784	
05:15 PM	56	172	0	0	228	0	0	0	0	0	0	169	51	18	220	96	1	94	48	191	66	639	705	
05:30 PM	65	176	0	0	241	0	0	0	0	0	0	181	52	20	233	97	0	93	54	190	74	664	738	
05:45 PM	49	154	0	0	203	0	0	0	0	0	0	218	46	17	264	112	0	127	66	239	83	706	789	
Total	237	697	0	0	934	0	0	0	0	0	0	775	210	75	985	385	1	421	215	807	290	2726	3016	
Grand Total	506	1371	0	0	1877	0	0	0	0	0	0	1498	413	157	1911	801	4	914	437	1719	594	5507	6101	
Approch %	9.2	24.9	0	0	34.1	0	0	0	0	0	0	78.4	21.6	7.5	34.7	46.6	0.2	53.2	31.2	31.2	9.7	90.3		
Total %	480	1353	0	0	1833	0	0	0	0	0	0	1483	403	2035	741	2	900	2074	2074	2074	0	0	5942	
Passenger Vehicles	94.9	98.7	0	0	97.7	0	0	0	0	0	0	99	97.6	94.9	98.4	92.5	50	98.5	98.6	96.2	0	0	97.4	
Large 2 Axle Vehicles	4	6	0	0	10	0	0	0	0	0	0	12	5	21	36	2	8	50	2.3	50	0	0	81	
3 Axle Vehicles	0.8	0.4	0	0	0.5	0	0	0	0	0	0	0.8	1.2	2.5	1	4.5	0.9	0.9	2.3	8	0	0	1.3	
4+ Axle Trucks	3	3	0	0	6	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	14	
% 3 Axle Vehicles	0.6	0.2	0	0	0.3	0	0	0	0	0	0	0	0	0	1	1	0	0	0.4	0	0	0	0.2	
% 4+ Axle Trucks	19	9	0	0	28	0	0	0	0	0	0	3	5	12	16	0	6	24	24	0	0	0	64	
% 4+ Axle Trucks	3.8	0.7	0	0	1.5	0	0	0	0	0	0	0.2	1.2	2.5	2	0	0.7	0.5	1.1	1.1	0	0	1	

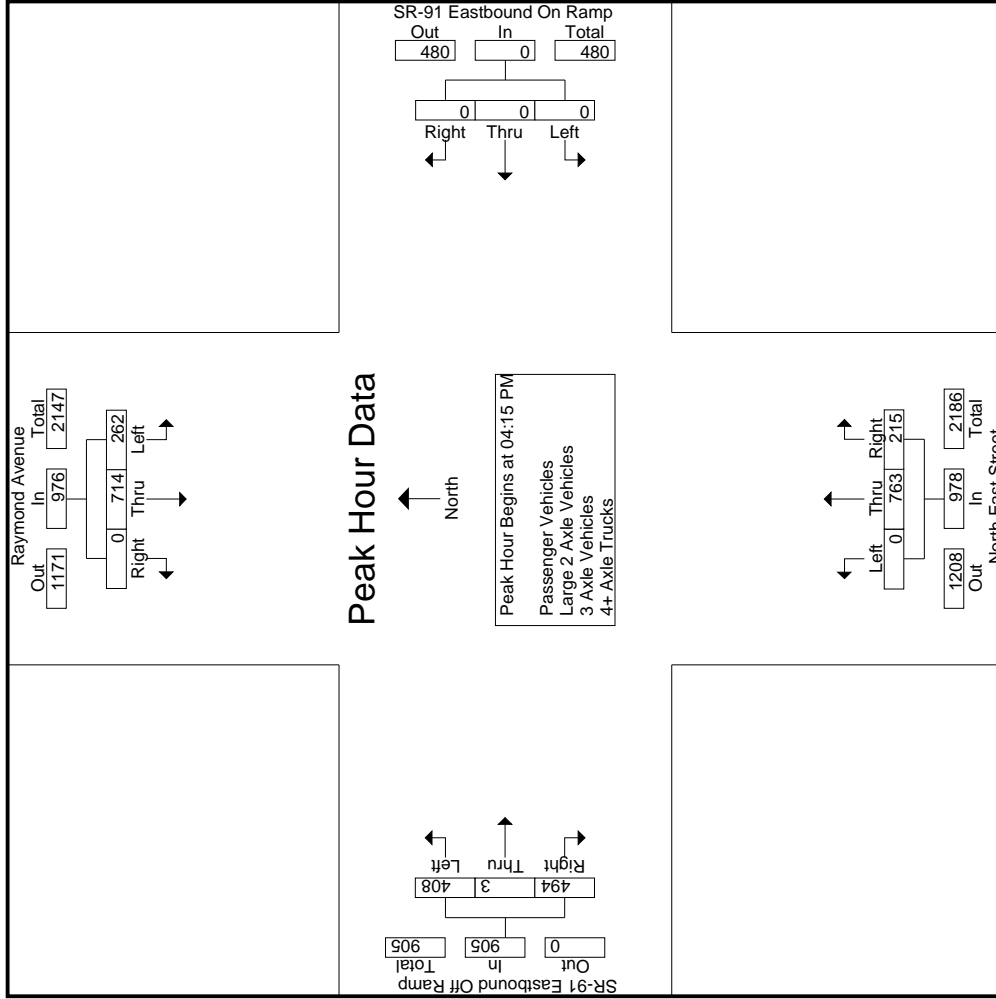
Start Time	Raymond Avenue Southbound						SR-91 Eastbound On Ramp Westbound						North East Street Northbound						SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:15 PM	63	168	0	0	231	0	0	0	0	0	0	181	49	230	83	1	116	200	73	661	734			
04:30 PM	70	192	0	0	262	0	0	0	0	0	0	171	61	248	135	1	142	278	187	717	2859			
04:45 PM	62	159	0	0	221	0	0	0	0	0	0	204	44	14	248	135	1	142	63	278	77	747	824	
05:00 PM	67	195	0	0	262	0	0	0	0	0	0	207	61	20	268	80	0	107	47	187	67	717	784	
Total	268	732	0	0	931	0	0	0	0	0	0	723	215	82	926	416	3	493	222	912	304	2781	3085	
PHF	.936	.915	.000	.000	.931	.000	.000	.000	.000	.921	.881	.000	.921	.881	.912	.756	.750	.870	.814	.957				

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

Counts Unlimited
 PO Box 1178
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City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	3	2	5	6	0	3	1	9	3	16	19
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	3	1	6	1	9	10
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	2	2	3	3	1	2	2	6	4	10	14
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	1	0	0	4	0	7	7
Total	3	3	0	0	6	0	0	0	4	11	15	2	8	4	25	15	2	8	4	25	8	42	50
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	0	0	0	5	0	8	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	4	4
05:30 PM	1	2	0	0	3	0	0	0	0	0	2	0	0	0	2	8	0	0	0	8	0	13	13
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	6	6
Total	1	3	0	0	4	0	0	0	0	6	21	0	0	0	21	0	0	0	21	0	31	31	
Grand Total	4	6	0	0	10	0	0	0	4	17	36	2	8	4	46	78.3	4.3	17.4	4	46	8	73	81
Approch %	40	60	0	0	0	0	0	0	0	0	70.6	29.4	6.8	23.3	49.3	63	2.7	11	63	9.9	90.1		
Total %	5.5	8.2	0	0	13.7	0	0	0	0	0	49.3	2.7	11	23.3	63	9.9	2.7	11	63	9.9	90.1		

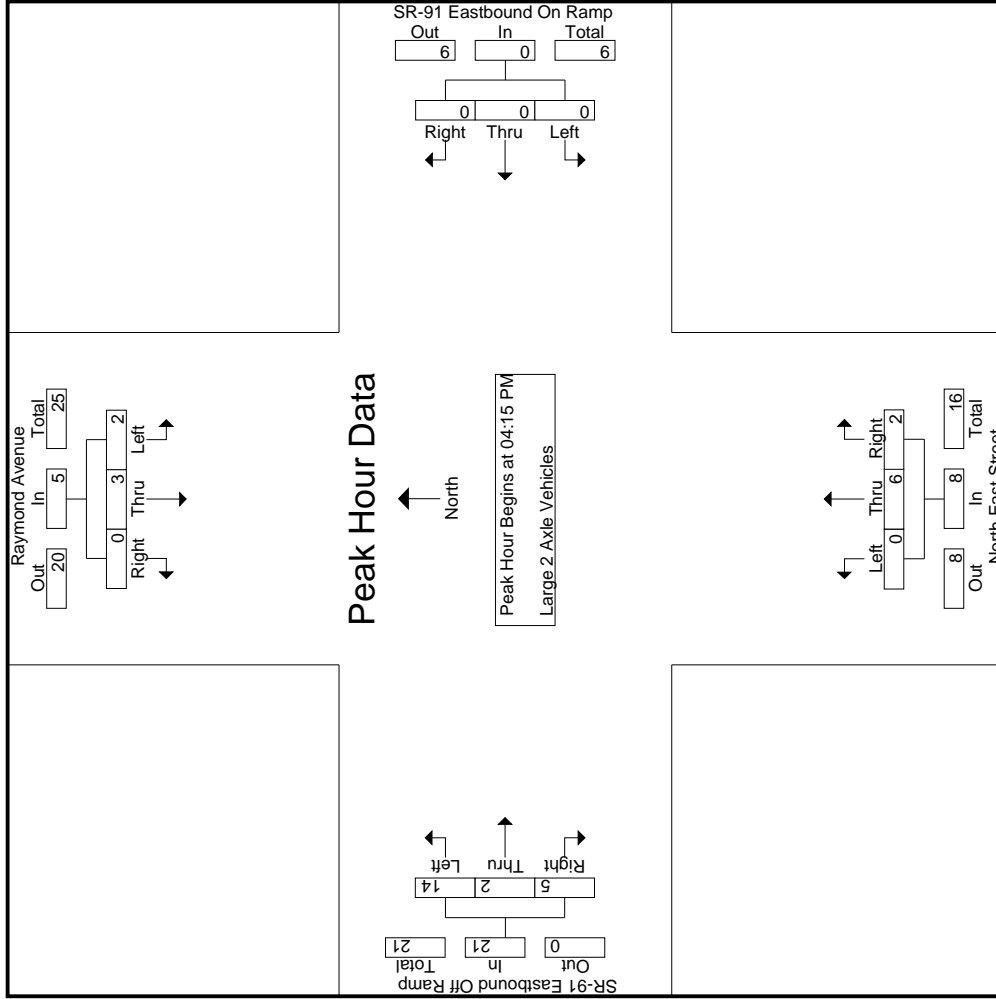
Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2
Total Volume	2	3	0	0	5	0	0	0	0	0	0	0	0	2	8	14	2	5	21	5	21	34	
% App. Total	40	60	0	0	0	0	0	0	0	0	75	25	66.7	23.8	9.5	66.7	9.5	23.8	9.5	23.8	0	0	0
PHF	.500	.375	.000	.000	.417	.000	.000	.000	.000	.250	.000	.000	.000	.667	.667	.700	.417	.417	.875	.875	.850	.850	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

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

City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

Start Time	Raymond Avenue Southbound				SR-91 Eastbound On Ramp Westbound				North East Street Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:15 PM	2	1	0	0	3	0	0	0	0	0	2	0	0	0	2	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	0	0	0	0	4	0	0	0	4	0	7	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
05:45 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	1	2	0	0	3	0	0	0	0	0	4	0	0	0	4	0	7	7
Grand Total	3	3	0	0	6	0	0	0	0	0	8	0	0	0	8	0	14	14
Approch %	50	50	0	0	0	0	0	0	0	0	100	0	0	0	57.1	0	100	100
Total %	21.4	21.4	0	0	42.9	0	0	0	0	0	57.1	0	0	0	57.1	0	100	100

3.1-71

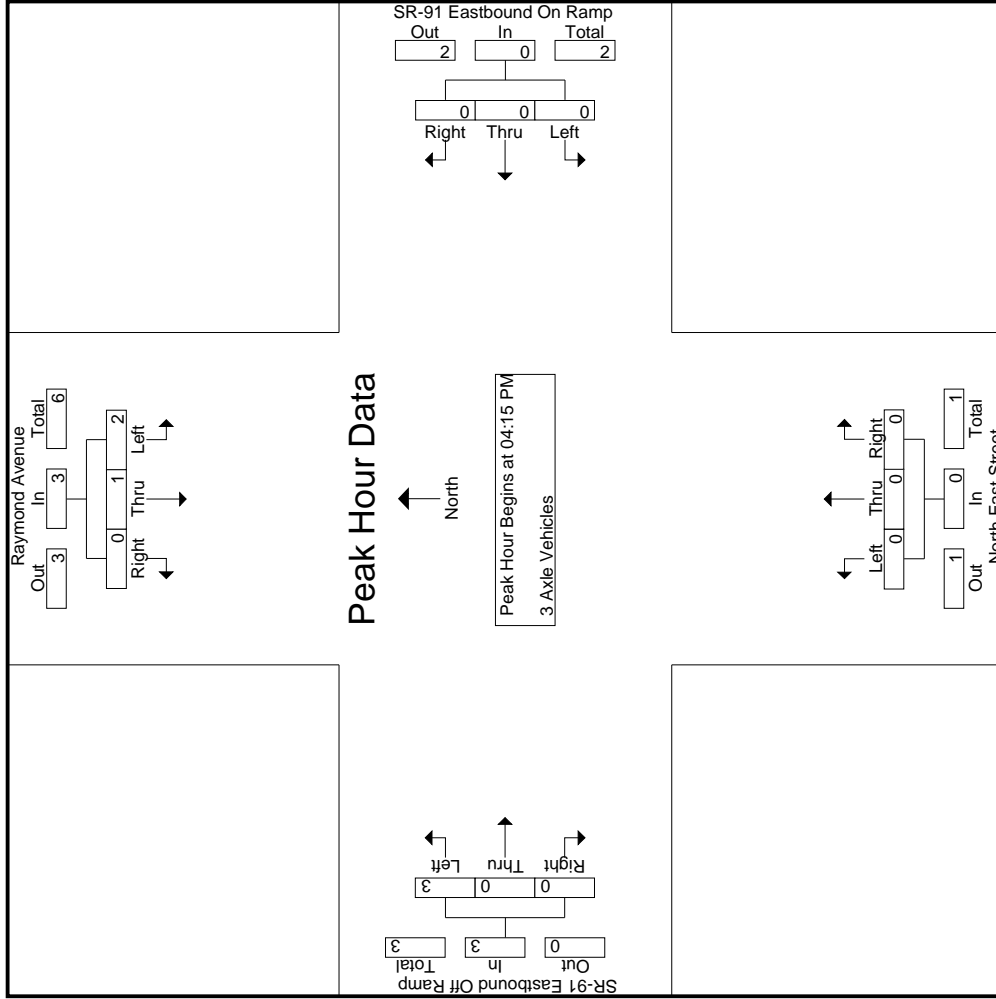
Start Time	Raymond Avenue Southbound				SR-91 Eastbound On Ramp Westbound				North East Street Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	1	0	0	3	0	0	0	0	0	3	0	0	0	3	0	3	6
% App. Total	66.7	33.3	0	0	0	0	0	0	0	0	100	0	0	0	0	0	375	375
PHF	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.375	.300

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

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

City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:00 PM	1	3	0	0	4	0	0	0	0	0	1	1	1	1	2	4	0	3	1	7	2	13
04:15 PM	5	1	0	0	6	0	0	0	0	0	0	1	0	1	1	4	0	2	0	6	0	13	13
04:30 PM	1	2	0	0	3	0	0	0	0	0	1	1	1	1	2	2	0	0	0	2	1	7	8
04:45 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	11	8	0	0	19	0	0	0	0	0	2	3	2	5	15	10	0	5	1	15	3	39	42
05:00 PM	2	1	0	0	3	0	0	0	0	0	0	1	1	1	1	1	0	0	0	1	1	5	6
05:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	0	3	3
05:30 PM	4	0	0	0	4	0	0	0	0	0	0	1	1	1	2	2	0	1	1	3	2	8	10
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	3
Total	8	1	0	0	9	0	0	0	0	0	1	2	2	3	7	6	0	1	1	7	3	19	22
Grand Total	19	9	0	0	28	0	0	0	0	0	3	5	4	8	16	0	6	2	22	6	58	64	
Approch %	67.9	32.1	0	0	48.3	0	0	0	0	0	37.5	62.5	13.8	13.8	72.7	0	27.3	0	37.9	9.4	90.6		
Total %	32.8	15.5	0	0	48.3	0	0	0	0	0	5.2	8.6			27.6	0	10.3						

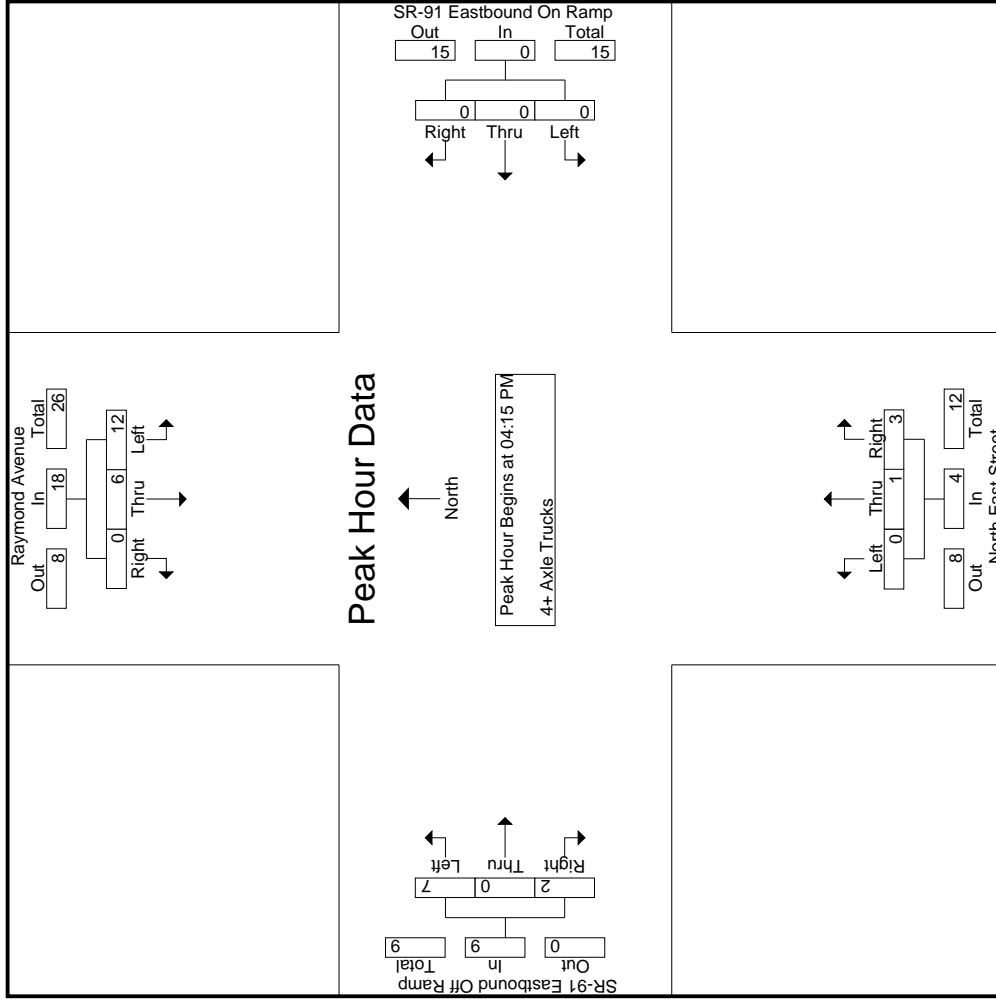
Start Time	Raymond Avenue Southbound					SR-91 Eastbound On Ramp Westbound					North East Street Northbound					SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	04:15 PM	5	1	0	0	6	0	0	0	0	0	0	0	1	1	1	4	0	0	0	2	2	6
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	1	1	2	2	0	0	0	0	0	2	7
04:45 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	1	5
Total Volume	12	6	0	0	18	0	0	0	0	0	0	1	3	4	7	0	2	2	9	31			
% App. Total	66.7	33.3	0	0	75	0	0	0	0	0	25	75	.75	.75	77.8	0	22.2	0	22.2	.375	.596		
PHF	.600	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.250	.750	.500	.438	.000	.250	.000	.375	.596			

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

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

City of Fullerton
 N/S: Raymond Avenue/North East Street
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 04_FLN_Ray_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: Raymond Ave/N East St
 E/W: SR-91 EB Ramps



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Raymond Avenue	East Leg SR-91 EB Ramps	South Leg North East Street	West Leg SR-91 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	3	5
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	2	2
7:45 AM	0	1	0	2	3
8:00 AM	0	0	0	1	1
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	4	0	10	14

	North Leg Raymond Avenue	East Leg SR-91 EB Ramps	South Leg North East Street	West Leg SR-91 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	3	0	2	5
4:15 PM	0	0	0	1	1
4:30 PM	0	1	0	1	2
4:45 PM	0	0	0	1	1
5:00 PM	1	1	0	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	4	0	0	4
5:45 PM	0	1	0	3	4
TOTAL VOLUMES:	1	10	0	10	21

Location: Fullerton
 N/S: Raymond Ave/N East St
 E/W: SR-91 EB Ramps



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Raymond Avenue			Westbound SR-91 EB Ramps			Northbound North East Street			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Raymond Avenue			Westbound SR-91 EB Ramps			Northbound North East Street			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

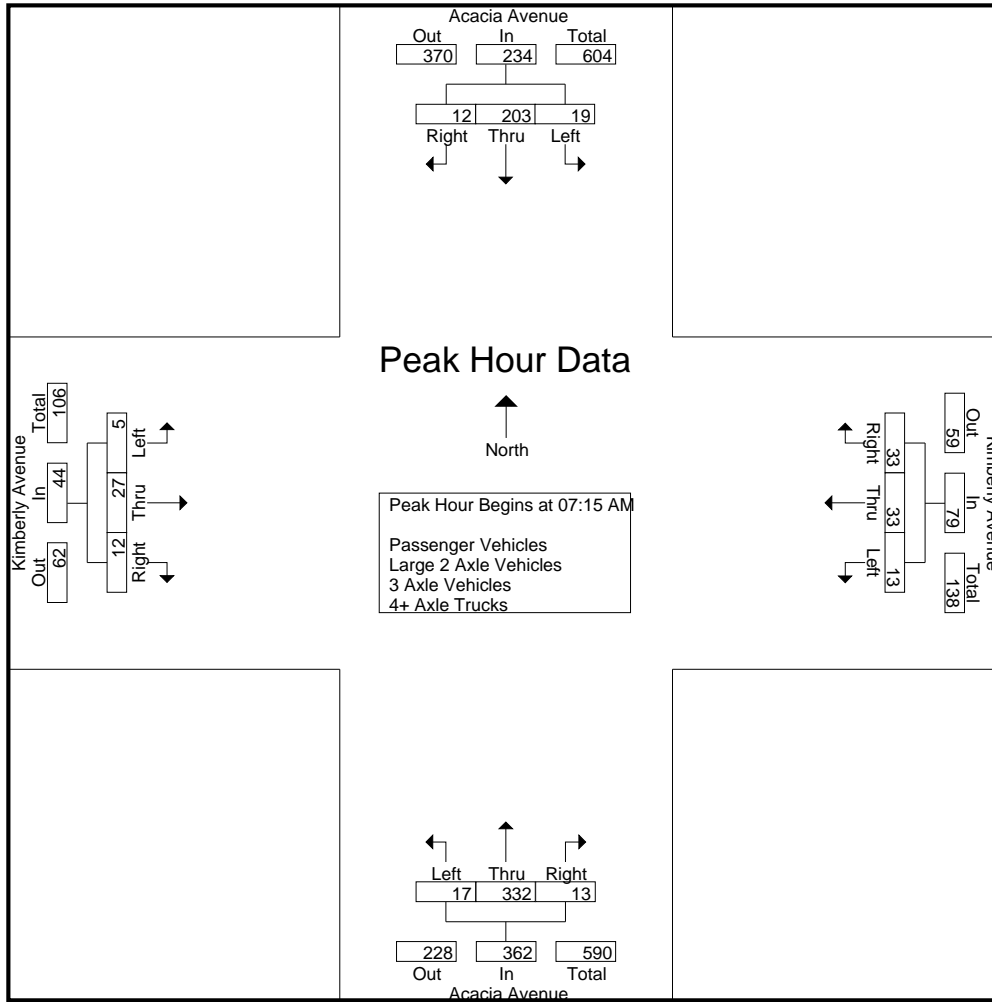
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	42	2	48	3	1	6	10	5	47	0	52	5	1	0	6	116
07:15 AM	4	59	4	67	1	6	5	12	0	71	2	73	3	8	3	14	166
07:30 AM	6	40	4	50	2	6	7	15	5	82	3	90	0	8	1	9	164
07:45 AM	5	51	2	58	6	12	12	30	9	105	4	118	1	6	5	12	218
Total	19	192	12	223	12	25	30	67	19	305	9	333	9	23	9	41	664
08:00 AM	4	53	2	59	4	9	9	22	3	74	4	81	1	5	3	9	171
08:15 AM	3	49	1	53	2	3	1	6	4	69	2	75	3	3	2	8	142
08:30 AM	6	38	3	47	3	5	5	13	3	42	1	46	4	5	0	9	115
08:45 AM	5	36	3	44	1	10	2	13	7	43	4	54	3	5	4	12	123
Total	18	176	9	203	10	27	17	54	17	228	11	256	11	18	9	38	551
Grand Total	37	368	21	426	22	52	47	121	36	533	20	589	20	41	18	79	1215
Apprch %	8.7	86.4	4.9		18.2	43	38.8		6.1	90.5	3.4		25.3	51.9	22.8		
Total %	3	30.3	1.7	35.1	1.8	4.3	3.9	10	3	43.9	1.6	48.5	1.6	3.4	1.5	6.5	
Passenger Vehicles	33	329	19	381	18	50	46	114	35	495	15	545	18	36	15	69	1109
% Passenger Vehicles	89.2	89.4	90.5	89.4	81.8	96.2	97.9	94.2	97.2	92.9	75	92.5	90	87.8	83.3	87.3	91.3
Large 2 Axle Vehicles	3	16	1	20	3	2	0	5	1	24	0	25	2	2	2	6	56
% Large 2 Axle Vehicles	8.1	4.3	4.8	4.7	13.6	3.8	0	4.1	2.8	4.5	0	4.2	10	4.9	11.1	7.6	4.6
3 Axle Vehicles	1	0	0	1	1	0	0	1	0	1	3	4	0	1	0	1	7
% 3 Axle Vehicles	2.7	0	0	0.2	4.5	0	0	0.8	0	0.2	15	0.7	0	2.4	0	1.3	0.6
4+ Axle Trucks	0	23	1	24	0	0	1	1	0	13	2	15	0	2	1	3	43
% 4+ Axle Trucks	0	6.2	4.8	5.6	0	0	2.1	0.8	0	2.4	10	2.5	0	4.9	5.6	3.8	3.5

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	59	4	67	1	6	5	12	0	71	2	73	3	8	3	14	166
07:30 AM	6	40	4	50	2	6	7	15	5	82	3	90	0	8	1	9	164
07:45 AM	5	51	2	58	6	12	12	30	9	105	4	118	1	6	5	12	218
08:00 AM	4	53	2	59	4	9	9	22	3	74	4	81	1	5	3	9	171
Total Volume	19	203	12	234	13	33	33	79	17	332	13	362	5	27	12	44	719
% App. Total	8.1	86.8	5.1		16.5	41.8	41.8		4.7	91.7	3.6		11.4	61.4	27.3		
PHF	.792	.860	.750	.873	.542	.688	.688	.658	.472	.790	.813	.767	.417	.844	.600	.786	.825

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	4	59	4	67	1	6	5	12	5	82	3	90	3	8	3	14
+15 mins.	6	40	4	50	2	6	7	15	9	105	4	118	0	8	1	9
+30 mins.	5	51	2	58	6	12	12	30	3	74	4	81	1	6	5	12
+45 mins.	4	53	2	59	4	9	9	22	4	69	2	75	1	5	3	9
Total Volume	19	203	12	234	13	33	33	79	21	330	13	364	5	27	12	44
% App. Total	8.1	86.8	5.1		16.5	41.8	41.8		5.8	90.7	3.6		11.4	61.4	27.3	
PHF	.792	.860	.750	.873	.542	.688	.688	.658	.583	.786	.813	.771	.417	.844	.600	.786

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

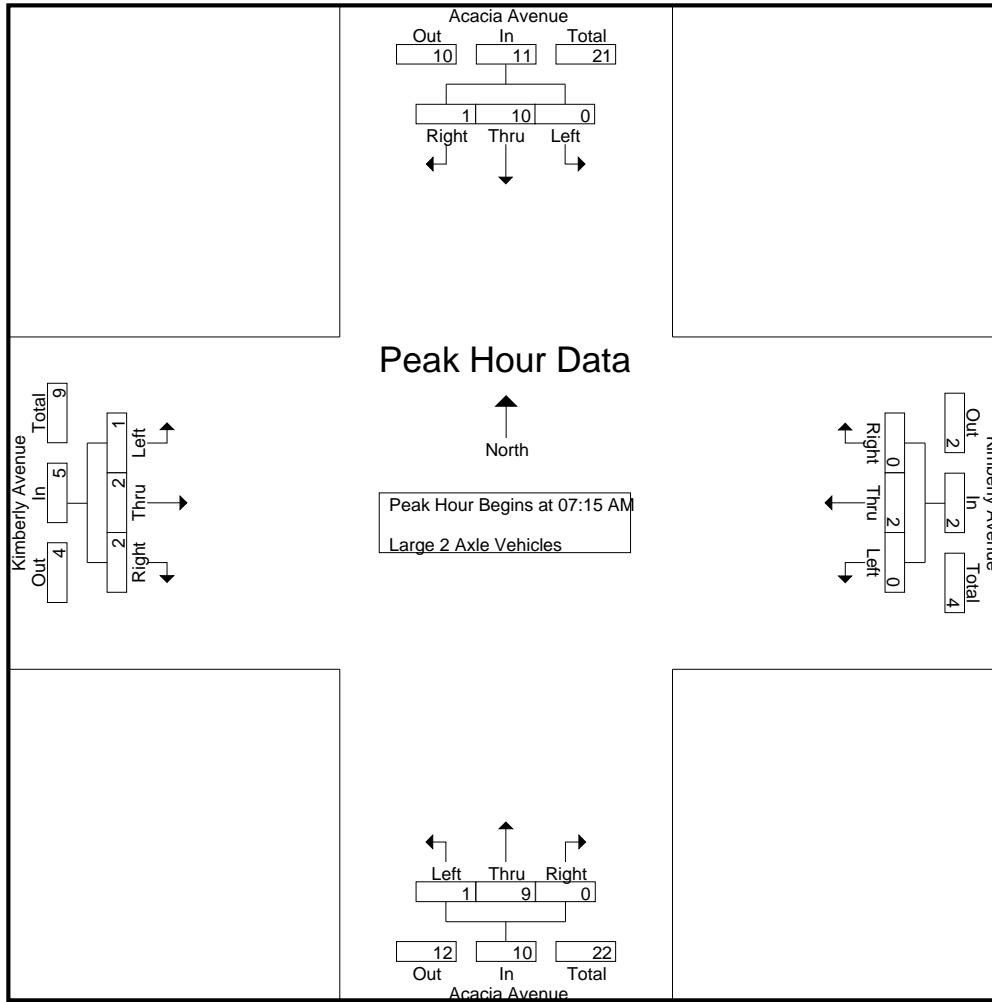
Groups Printed- Large 2 Axle Vehicles

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0	1	3
07:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	1	0	1	6
07:30 AM	0	3	1	4	0	0	0	0	1	1	0	2	0	0	0	0	6
07:45 AM	0	2	0	2	0	2	0	2	0	3	0	3	1	1	1	3	10
Total	0	9	1	10	1	2	0	3	1	6	0	7	2	2	1	5	25
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
08:15 AM	1	4	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:30 AM	0	1	0	1	1	0	0	1	0	6	0	6	0	0	0	0	8
08:45 AM	2	1	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
Total	3	7	0	10	2	0	0	2	0	18	0	18	0	0	1	1	31
Grand Total	3	16	1	20	3	2	0	5	1	24	0	25	2	2	2	6	56
Apprch %	15	80	5		60	40	0		4	96	0		33.3	33.3	33.3		
Total %	5.4	28.6	1.8	35.7	5.4	3.6	0	8.9	1.8	42.9	0	44.6	3.6	3.6	3.6	10.7	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	1	0	1	6
07:30 AM	0	3	1	4	0	0	0	0	1	1	0	2	0	0	0	0	6
07:45 AM	0	2	0	2	0	2	0	2	0	3	0	3	1	1	1	3	10
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
Total Volume	0	10	1	11	0	2	0	2	1	9	0	10	1	2	2	5	28
% App. Total	0	90.9	9.1		0	100	0		10	90	0		20	40	40		
PHF	.000	.625	.250	.688	.000	.250	.000	.250	.250	.563	.000	.625	.250	.500	.500	.417	.700

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	1	0	1
+15 mins.	0	3	1	4	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	2	0	2	0	3	0	3	1	1	1	3
+45 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1
Total Volume	0	10	1	11	0	2	0	2	1	9	0	10	1	2	2	5
% App. Total	0	90.9	9.1		0	100	0		10	90	0		20	40	40	
PHF	.000	.625	.250	.688	.000	.250	.000	.250	.250	.563	.000	.625	.250	.500	.500	.417

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

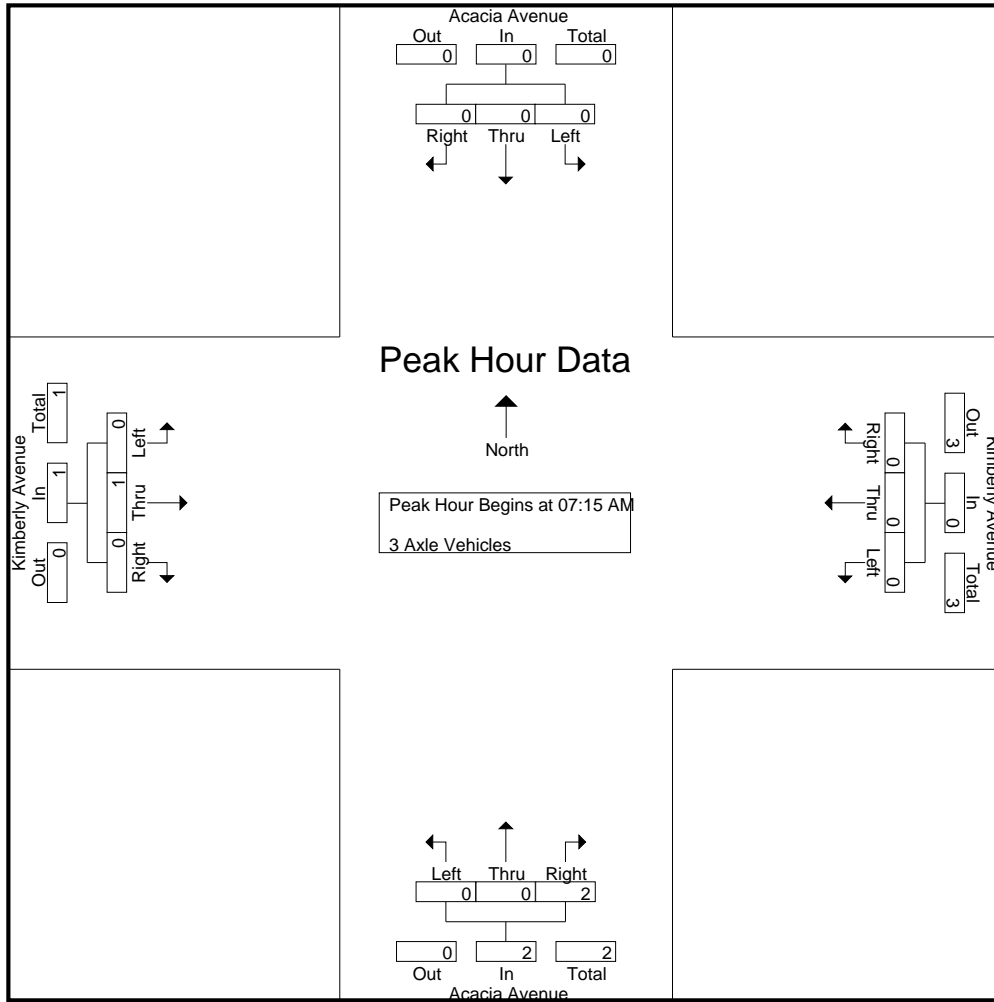
Groups Printed- 3 Axle Vehicles

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	1	0	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
Grand Total	1	0	0	1	1	0	0	1	0	1	3	4	0	1	0	1	7
Apprch %	100	0	0		100	0	0		0	25	75		0	100	0		
Total %	14.3	0	0	14.3	14.3	0	0	14.3	0	14.3	42.9	57.1	0	14.3	0	14.3	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	1	3
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.375

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

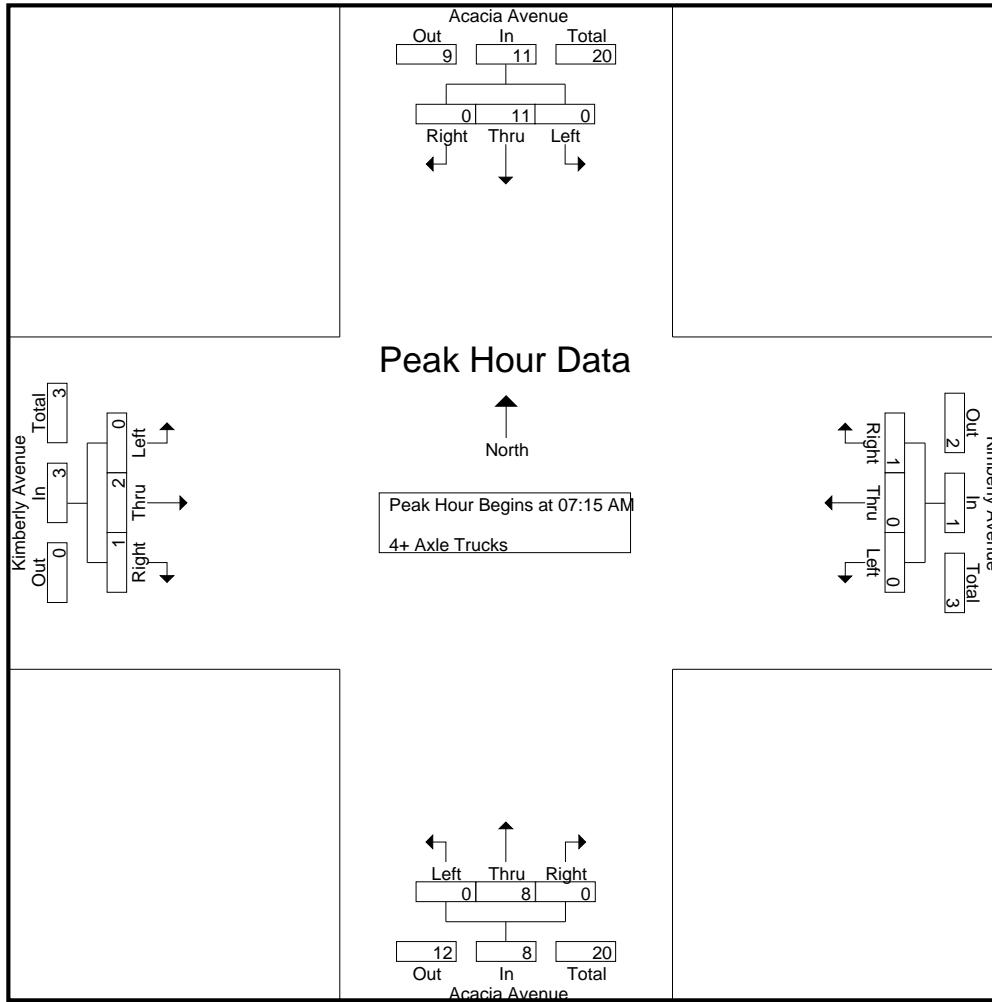
Groups Printed- 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	1	2	9
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	1	1	0	3	0	3	0	1	0	1	9
Total	0	15	0	15	0	0	1	1	0	9	0	9	0	2	1	3	28
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:30 AM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
08:45 AM	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total	0	8	1	9	0	0	0	0	0	4	2	6	0	0	0	0	15
Grand Total	0	23	1	24	0	0	1	1	0	13	2	15	0	2	1	3	43
Apprch %	0	95.8	4.2		0	0	100		0	86.7	13.3		0	66.7	33.3		
Total %	0	53.5	2.3	55.8	0	0	2.3	2.3	0	30.2	4.7	34.9	0	4.7	2.3	7	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	1	1	2	9
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	1	1	0	3	0	3	0	1	0	1	9
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	11	0	11	0	0	1	1	0	8	0	8	0	2	1	3	23
% App. Total	0	100	0		0	0	100		0	100	0		0	66.7	33.3		
PHF	.000	.688	.000	.688	.000	.000	.250	.250	.000	.667	.000	.667	.000	.500	.250	.375	.639

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	1	1	2
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	4	0	4	0	0	1	1	0	3	0	3	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	11	0	11	0	0	1	1	0	8	0	8	0	2	1	3
% App. Total	0	100	0		0	0	100		0	100	0		0	66.7	33.3	
PHF	.000	.688	.000	.688	.000	.000	.250	.250	.000	.667	.000	.667	.000	.500	.250	.375

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

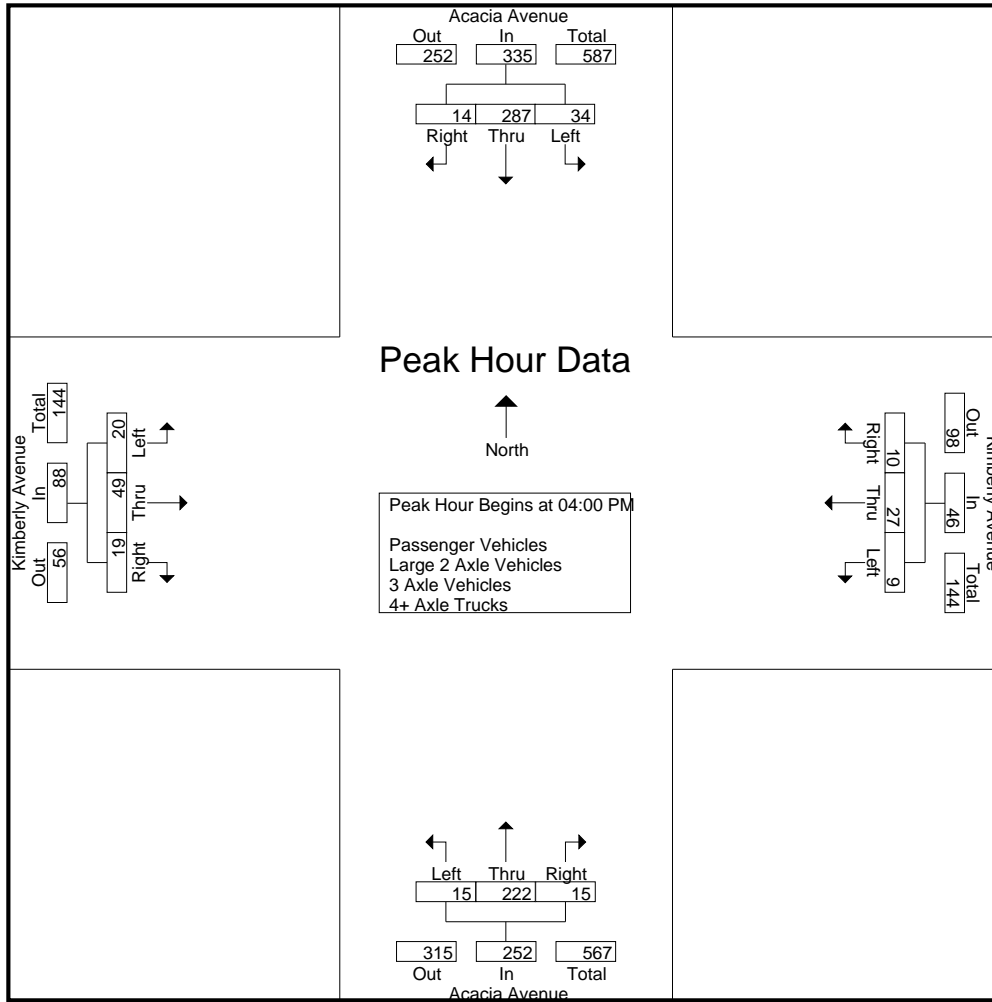
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	80	6	99	4	4	2	10	6	61	4	71	6	14	10	30	210
04:15 PM	7	53	2	62	2	3	3	8	4	54	3	61	3	10	2	15	146
04:30 PM	10	95	4	109	3	13	2	18	2	53	4	59	6	15	6	27	213
04:45 PM	4	59	2	65	0	7	3	10	3	54	4	61	5	10	1	16	152
Total	34	287	14	335	9	27	10	46	15	222	15	252	20	49	19	88	721
05:00 PM	8	81	1	90	2	7	5	14	2	57	5	64	2	10	11	23	191
05:15 PM	5	49	1	55	5	9	2	16	3	56	2	61	2	3	4	9	141
05:30 PM	5	53	0	58	3	5	4	12	1	63	2	66	5	7	6	18	154
05:45 PM	6	61	0	67	2	3	1	6	1	49	1	51	3	6	3	12	136
Total	24	244	2	270	12	24	12	48	7	225	10	242	12	26	24	62	622
Grand Total	58	531	16	605	21	51	22	94	22	447	25	494	32	75	43	150	1343
Apprch %	9.6	87.8	2.6		22.3	54.3	23.4		4.5	90.5	5.1		21.3	50	28.7		
Total %	4.3	39.5	1.2	45	1.6	3.8	1.6	7	1.6	33.3	1.9	36.8	2.4	5.6	3.2	11.2	
Passenger Vehicles	54	500	15	569	20	49	22	91	19	402	22	443	29	71	41	141	1244
% Passenger Vehicles	93.1	94.2	93.8	94	95.2	96.1	100	96.8	86.4	89.9	88	89.7	90.6	94.7	95.3	94	92.6
Large 2 Axle Vehicles	3	6	1	10	0	0	0	0	0	19	0	19	2	3	0	5	34
% Large 2 Axle Vehicles	5.2	1.1	6.2	1.7	0	0	0	0	0	4.3	0	3.8	6.2	4	0	3.3	2.5
3 Axle Vehicles	0	8	0	8	0	2	0	2	0	5	2	7	0	0	1	1	18
% 3 Axle Vehicles	0	1.5	0	1.3	0	3.9	0	2.1	0	1.1	8	1.4	0	0	2.3	0.7	1.3
4+ Axle Trucks	1	17	0	18	1	0	0	1	3	21	1	25	1	1	1	3	47
% 4+ Axle Trucks	1.7	3.2	0	3	4.8	0	0	1.1	13.6	4.7	4	5.1	3.1	1.3	2.3	2	3.5

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	13	80	6	99	4	4	2	10	6	61	4	71	6	14	10	30	210
04:15 PM	7	53	2	62	2	3	3	8	4	54	3	61	3	10	2	15	146
04:30 PM	10	95	4	109	3	13	2	18	2	53	4	59	6	15	6	27	213
04:45 PM	4	59	2	65	0	7	3	10	3	54	4	61	5	10	1	16	152
Total Volume	34	287	14	335	9	27	10	46	15	222	15	252	20	49	19	88	721
% App. Total	10.1	85.7	4.2		19.6	58.7	21.7		6	88.1	6		22.7	55.7	21.6		
PHF	.654	.755	.583	.768	.563	.519	.833	.639	.625	.910	.938	.887	.833	.817	.475	.733	.846

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	13	80	6	99	3	13	2	18	6	61	4	71	6	14	10	30
+15 mins.	7	53	2	62	0	7	3	10	4	54	3	61	3	10	2	15
+30 mins.	10	95	4	109	2	7	5	14	2	53	4	59	6	15	6	27
+45 mins.	4	59	2	65	5	9	2	16	3	54	4	61	5	10	1	16
Total Volume	34	287	14	335	10	36	12	58	15	222	15	252	20	49	19	88
% App. Total	10.1	85.7	4.2		17.2	62.1	20.7		6	88.1	6		22.7	55.7	21.6	
PHF	.654	.755	.583	.768	.500	.692	.600	.806	.625	.910	.938	.887	.833	.817	.475	.733

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

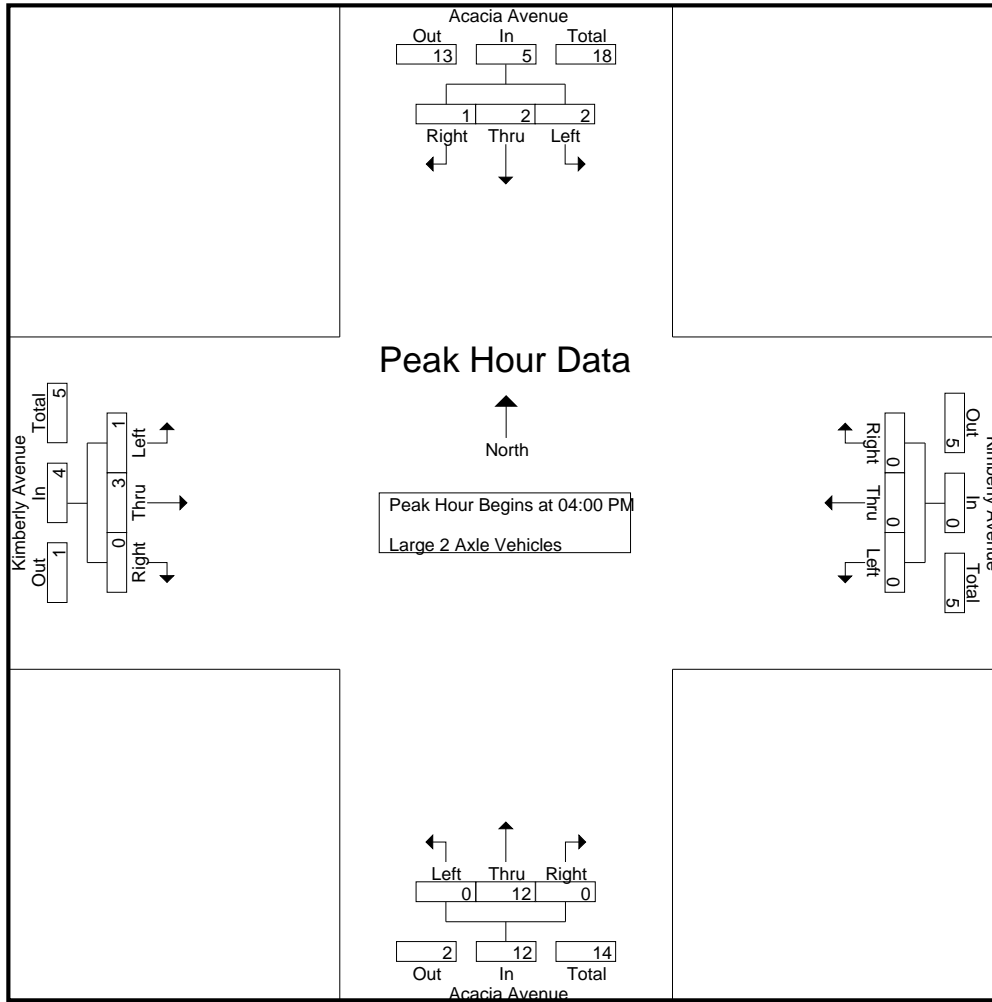
Groups Printed- Large 2 Axle Vehicles

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	1	2	0	0	0	0	0	4	0	4	1	0	0	1	7
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
04:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
Total	2	2	1	5	0	0	0	0	0	12	0	12	1	3	0	4	21
05:00 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
05:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	1	4	0	5	0	0	0	0	0	7	0	7	1	0	0	1	13
Grand Total	3	6	1	10	0	0	0	0	0	19	0	19	2	3	0	5	34
Apprch %	30	60	10		0	0	0		0	100	0		40	60	0		
Total %	8.8	17.6	2.9	29.4	0	0	0	0	0	55.9	0	55.9	5.9	8.8	0	14.7	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	1	2	0	0	0	0	0	4	0	4	1	0	0	1	7
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
04:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
Total Volume	2	2	1	5	0	0	0	0	0	12	0	12	1	3	0	4	21
% App. Total	40	40	20		0	0	0		0	100	0		25	75	0		
PHF	.250	.500	.250	.625	.000	.000	.000	.000	.000	.750	.000	.750	.250	.750	.000	1.00	.750

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	0	1	1	2	0	0	0	0	0	4	0	4	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1
+45 mins.	2	0	0	2	0	0	0	0	0	3	0	3	0	1	0	1
Total Volume	2	2	1	5	0	0	0	0	0	12	0	12	1	3	0	4
% App. Total	40	40	20		0	0	0		0	100	0		25	75	0	
PHF	.250	.500	.250	.625	.000	.000	.000	.000	.000	.750	.000	.750	.250	.750	.000	1.000

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

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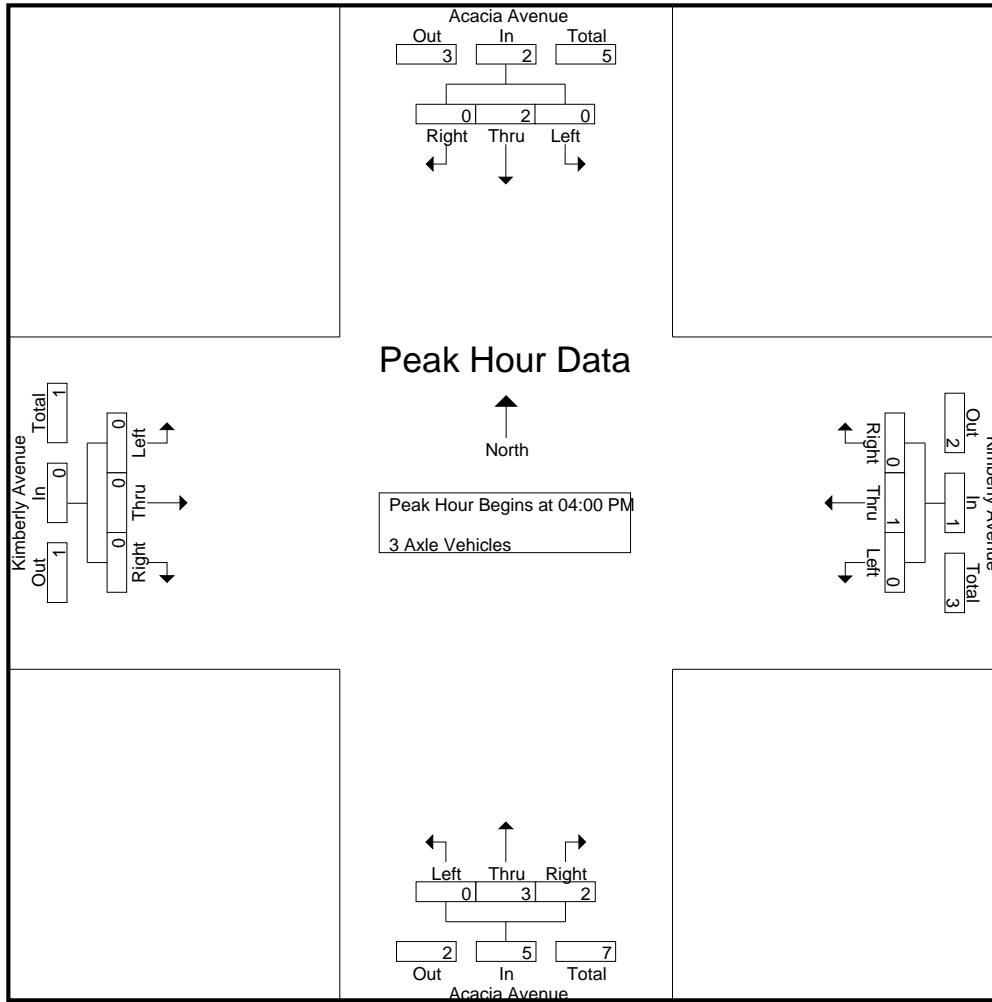
Groups Printed- 3 Axle Vehicles

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	0	1	0	3	2	5	0	0	0	0	8
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
05:30 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	6	0	1	0	1	0	2	0	2	0	0	1	1	10
Grand Total	0	8	0	8	0	2	0	2	0	5	2	7	0	0	1	1	18
Apprch %	0	100	0		0	100	0		0	71.4	28.6		0	0	100		
Total %	0	44.4	0	44.4	0	11.1	0	11.1	0	27.8	11.1	38.9	0	0	5.6	5.6	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	1	0	1	0	3	2	5	0	0	0	0	8
% App. Total	0	100	0		0	100	0		0	60	40		0	0	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.250	.417	.000	.000	.000	.000	.500

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	1	0	1	0	3	2	5	0	0	0	0
% App. Total	0	100	0	0	0	100	0	0	0	60	40	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.250	.417	.000	.000	.000	.000

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

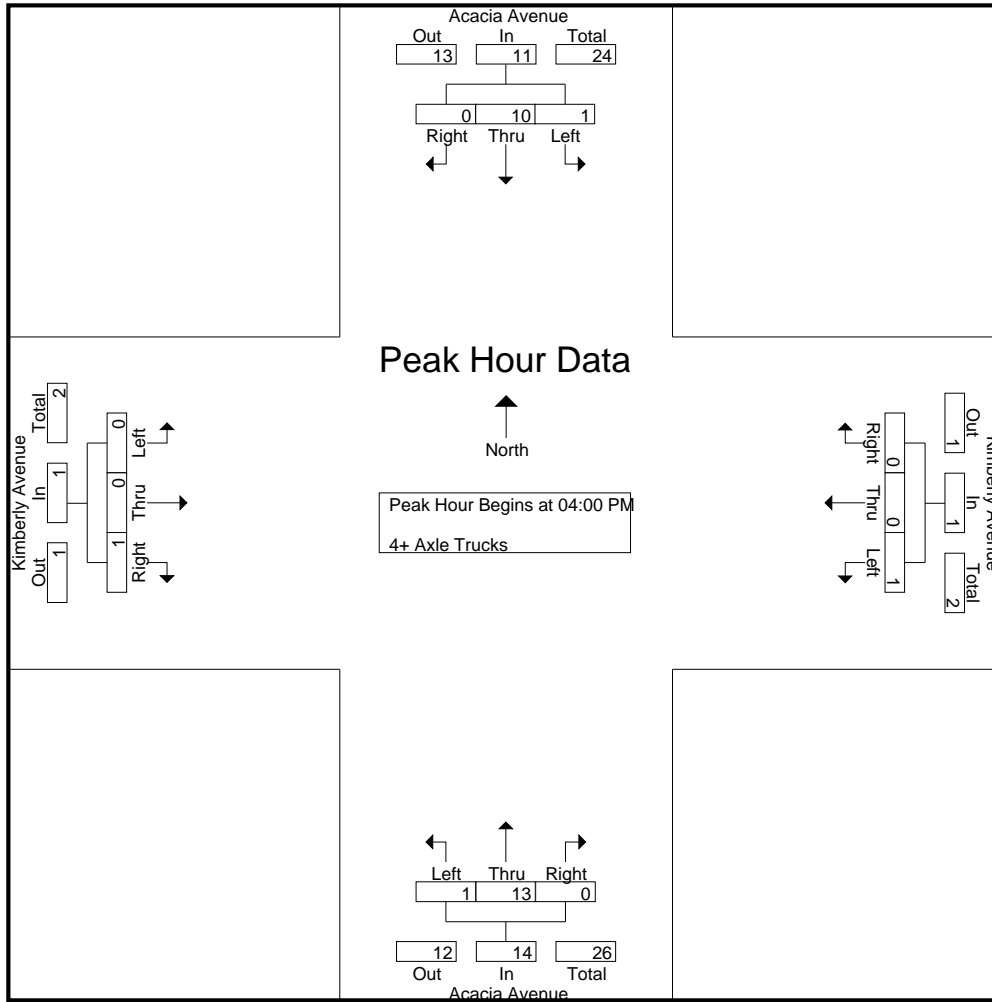
Groups Printed- 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	3	0	4	0	0	0	0	1	7	0	8	0	0	1	1	13
04:15 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
04:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	1	10	0	11	1	0	0	1	1	13	0	14	0	0	1	1	27
05:00 PM	0	0	0	0	0	0	0	0	1	2	1	4	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	1	0	1	4
05:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	6
05:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total	0	7	0	7	0	0	0	0	2	8	1	11	1	1	0	2	20
Grand Total	1	17	0	18	1	0	0	1	3	21	1	25	1	1	1	3	47
Apprch %	5.6	94.4	0		100	0	0		12	84	4		33.3	33.3	33.3		
Total %	2.1	36.2	0	38.3	2.1	0	0	2.1	6.4	44.7	2.1	53.2	2.1	2.1	2.1	6.4	

Start Time	Acacia Avenue Southbound				Kimberly Avenue Westbound				Acacia Avenue Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	3	0	4	0	0	0	0	1	7	0	8	0	0	1	1	13
04:15 PM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
04:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	1	10	0	11	1	0	0	1	1	13	0	14	0	0	1	1	27
% App. Total	9.1	90.9	0		100	0	0		7.1	92.9	0		0	0	100		
PHF	.250	.625	.000	.688	.250	.000	.000	.250	.250	.464	.000	.438	.000	.000	.250	.250	.519

City of Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 05_FLN_Acacia_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	3	0	4	0	0	0	0	1	7	0	8	0	0	1	1
+15 mins.	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	10	0	11	1	0	0	1	1	13	0	14	0	0	1	1
% App. Total	9.1	90.9	0	100	100	0	0	100	7.1	92.9	0	100	0	0	100	100
PHF	.250	.625	.000	.688	.250	.000	.000	.250	.250	.464	.000	.438	.000	.000	.250	.250

Location: Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Acacia Avenue	East Leg Kimberly Avenue	South Leg Acacia Avenue	West Leg Kimberly Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	3	0	0	3
7:30 AM	0	0	0	1	1
7:45 AM	0	1	0	0	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	1	6

	North Leg Acacia Avenue	East Leg Kimberly Avenue	South Leg Acacia Avenue	West Leg Kimberly Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Fullerton
 N/S: Acacia Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Acacia Avenue			Westbound Kimberly Avenue			Northbound Acacia Avenue			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

	Southbound Acacia Avenue			Westbound Kimberly Avenue			Northbound Acacia Avenue			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES:	1	1	0	0	0	0	0	1	0	1	0	0	4

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	Acacia Avenue Southbound										Acacia Avenue Northbound										East Orangethorpe Avenue Westbound										East Orangethorpe Avenue Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total		
07:00 AM	13	10	22	17	45	13	87	19	0	119	10	17	18	13	45	27	163	11	2	201	27	163	11	2	201	32	410	32	410	442										
07:15 AM	23	17	17	15	57	13	111	21	1	145	19	21	30	17	70	35	164	6	0	205	35	164	6	0	205	33	477	33	477	510										
07:30 AM	14	12	23	18	49	25	139	21	3	185	26	29	31	20	86	47	219	6	0	272	47	219	6	0	272	41	592	41	592	633										
07:45 AM	17	15	24	20	56	21	164	34	1	219	17	27	24	18	68	59	231	8	0	298	59	231	8	0	298	39	641	39	641	680										
Total	67	54	86	70	207	72	501	95	5	668	72	94	103	68	269	168	777	31	2	976	168	777	31	2	976	145	2120	145	2120	2265										
08:00 AM	15	21	29	27	65	22	184	27	0	233	19	16	14	10	49	40	210	8	0	258	40	210	8	0	258	37	605	37	605	642										
08:15 AM	3	16	24	16	43	21	142	20	0	183	14	24	16	13	54	32	184	6	0	222	32	184	6	0	222	29	502	29	502	531										
08:30 AM	10	18	17	15	45	36	147	13	1	196	11	13	18	14	42	21	165	16	0	202	21	165	16	0	202	30	485	30	485	515										
08:45 AM	7	15	15	12	37	22	155	16	0	193	9	22	20	17	51	20	153	12	0	185	20	153	12	0	185	29	466	29	466	495										
Total	35	70	85	70	190	101	628	76	1	805	53	75	68	54	196	113	712	42	0	867	113	712	42	0	867	125	2058	125	2058	2183										
Grand Total	102	124	171	140	397	173	1129	171	6	1473	125	169	171	122	465	281	1489	73	2	1843	281	1489	73	2	1843	270	4178	270	4178	4448										
Approch %	25.7	31.2	43.1			11.7	76.6	11.6			26.9	36.3	36.8			15.2	80.8	4			6.7	35.6	1.7			6.1	93.9													
Total %	2.4	3	4.1			4.1	27	4.1			3	4	4.1			3	4	4.1			11.1					44.1														
Passenger Vehicles	79	119	150	90	474	164	1074	152	100	1396	117	167	163	97.5	566	258	1410	67	100	1737	258	1410	67	100	1737	0	0	0	0	4173										
Large Passenger Vehicles	77.5	96	87.7	90	88.3	94.8	95.1	88.9	100	94.4	93.6	98.8	95.3	97.5	96.4	91.8	94.7	91.8	100	94.1	91.8	94.7	91.8	100	94.1	0	0	0	0	93.8										
Large 2 Axle Vehicles	8	3	11	5	29	6	42	7	0	55	7	2	5	0.8	15	15	68	5	0	88	15	68	5	0	88	0	0	0	0	187										
% Large 2 Axle Vehicles	7.8	2.4	6.4	5	5.4	3.5	3.7	4.1	0	3.7	5.6	1.2	2.9	0.8	2.6	5.3	4.6	6.8	0	4.8	5.3	4.6	6.8	0	4.8	0	0	0	0	4.2										
3 Axle Vehicles	0	0	1	0	1	0	4	2	0	6	1	0	2	0.8	4	1	4	1	0	6	1	4	1	0	6	0	0	0	0	17										
% 3 Axle Vehicles	0	0	0.6	0	0.2	0	0.4	1.2	0	0.4	0.8	0	1.2	0.8	0.7	0.4	0.3	1.4	0	0.3	0.4	0.3	1.4	0	0.3	0	0	0	0	0.4										
4+ Axle Trucks	15	2	9	5	33	3	9	10	0	22	0	0	1	0.6	2	7	7	0	0	14	7	7	0	0	14	0	0	0	0	71										
% 4+ Axle Trucks	14.7	1.6	5.3	5	6.1	1.7	0.8	5.8	0	1.5	0	0	0.6	0.8	0.3	2.5	0.5	0	0	0.8	2.5	0.5	0	0	0.8	0	0	0	0	1.6										

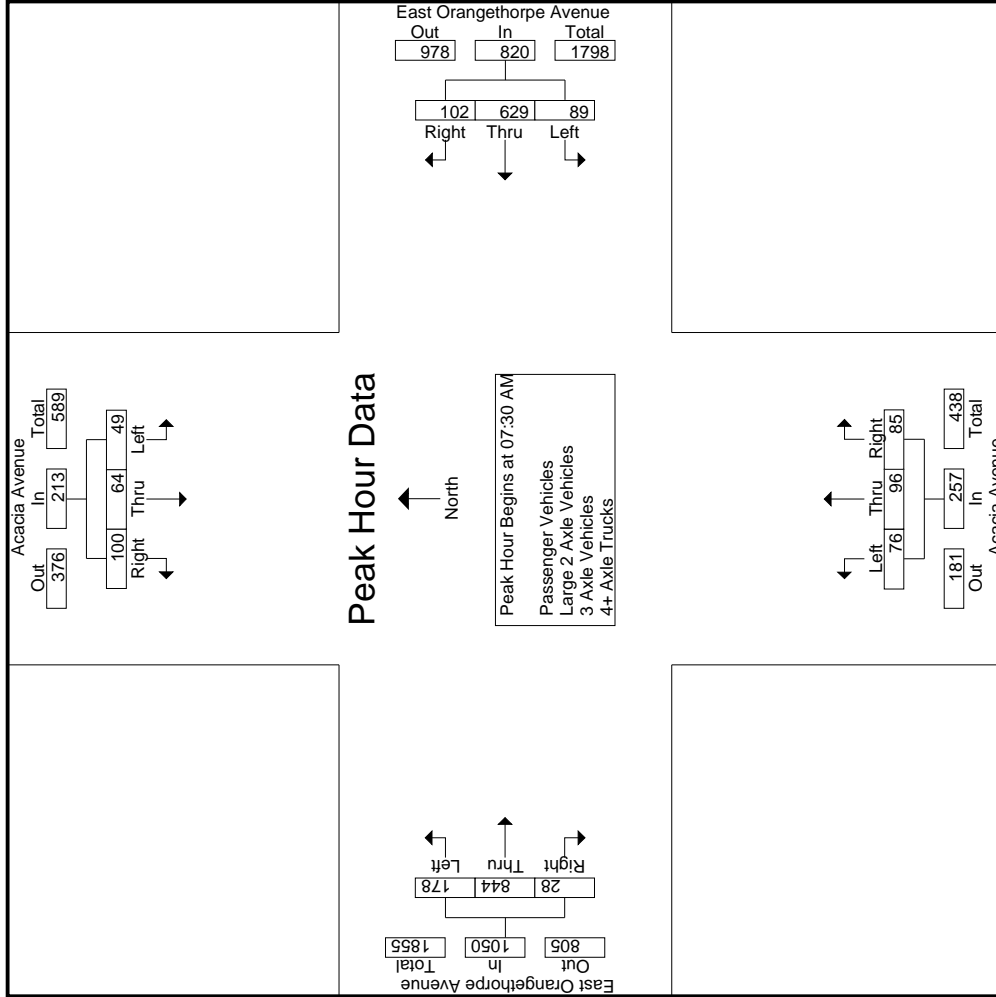
Start Time	Acacia Avenue Southbound										Acacia Avenue Northbound										East Orangethorpe Avenue Westbound										East Orangethorpe Avenue Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total				
07:30 AM	14	12	23	18	49	25	139	21	0	185	19	16	14	10	49	47	219	6	0	272	47	219	6	0	272	272														
07:45 AM	17	15	24	20	56	21	164	34	1	219	17	27	24	18	68	59	231	8	0	298	59	231	8	0	298	298														
08:00 AM	15	12	23	18	49	22	155	16	0	193	19	16	14	10	49	40	210	8	0	258	40	210	8	0	258	258														
08:15 AM	3	16	24	16	43	21	142	20	0	183	14	24	16	13	54	32	184	6	0	222	32	184	6	0	222	222														
Total Volume	49	64	100	70	207	109	629	102	5	668	820	76	96	85	269	257	844	28	2	1050	257	844	28	2	1050	1050														
% App. Total	23	30	46.9	30	46.9	10.9	76.7	12.4	0.7	12.4	33.1	29.6	37.4	33.1	33.1	33.1	80.4	2.7	0.3	8.1	33.1	80.4	2.7	0.3	8.1	8.1														
PHF	.721	.762	.862	.762	.819	.890	.855	.750	.750	.880	.731	.828	.685	.685	.747	.747	.913	.875	.875	.881	.747	.913	.875	.875	.881	.913														

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

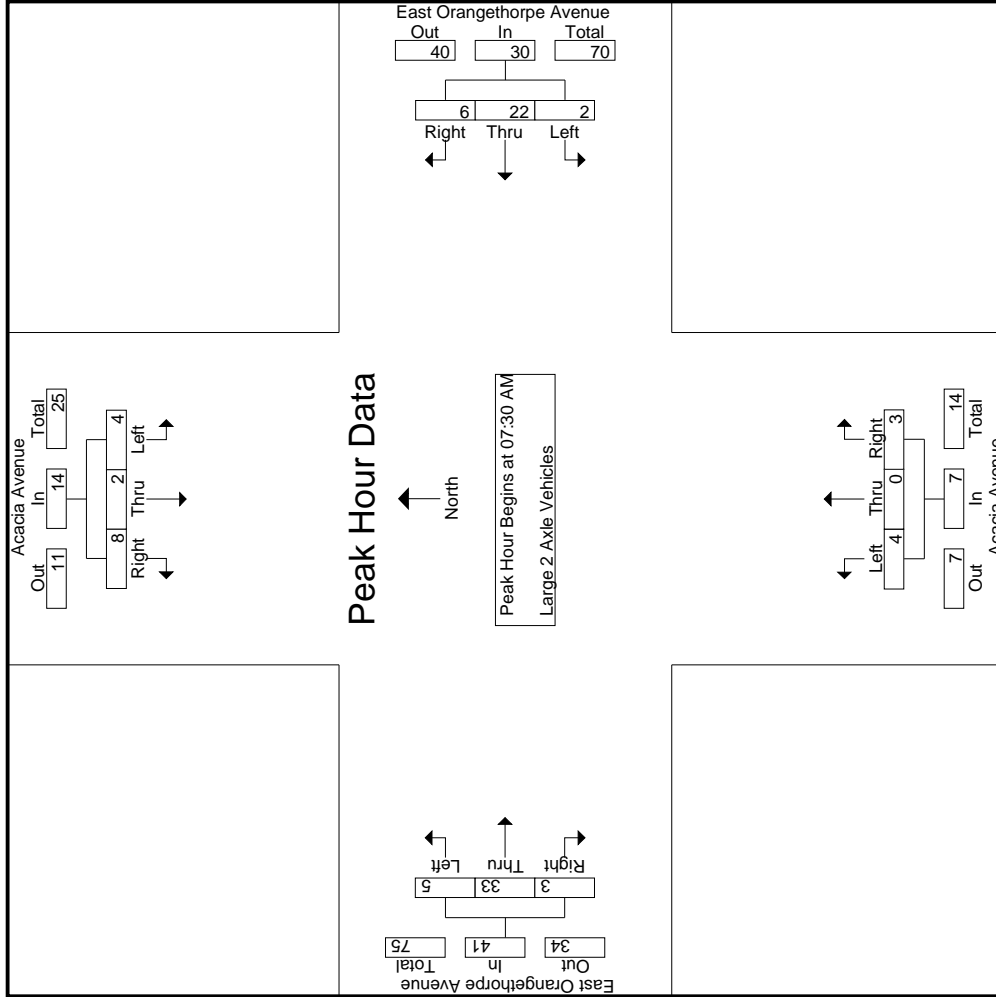
File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	3	2	0	0	5	0	0	1	0	7	0	0	7	0	13	13
07:15 AM	1	0	1	0	0	3	0	0	3	0	0	1	2	3	0	0	5	0	11	11
07:30 AM	1	0	3	1	1	5	1	0	7	0	0	0	0	3	1	0	4	1	15	16
07:45 AM	1	0	3	2	0	6	1	0	7	2	0	3	2	4	0	0	6	3	22	25
Total	3	0	7	3	4	16	2	0	22	2	0	5	4	17	1	0	22	4	61	65
08:00 AM	0	2	1	1	1	7	3	0	11	0	0	0	1	14	0	0	15	1	29	30
08:15 AM	2	0	1	1	0	4	1	0	5	2	0	0	2	12	2	0	16	1	26	27
08:30 AM	3	1	1	1	1	8	0	0	9	2	1	0	3	15	2	0	21	1	38	39
08:45 AM	0	0	1	1	0	7	1	0	8	1	1	0	2	10	0	0	14	1	25	26
Total	5	3	4	4	2	26	5	0	33	5	2	0	7	11	4	0	66	4	118	122
Grand Total	8	3	11	7	6	42	7	0	55	7	2	5	1	15	68	5	0	8	179	187
Apprch %	36.4	13.6	50		10.9	76.4	12.7		30.7	3.9	1.1	2.8	7.8	8.4	38	2.8	49.2	4.3	95.7	
Total %	4.5	1.7	6.1		3.4	23.5	3.9		30.7	3.9	1.1	2.8	7.8	8.4	38	2.8	49.2	4.3	95.7	

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	1	0	0	3	4	1	5	1	1	7	0	0	0	0	0	0	0	1	4	15
07:45 AM	1	0	0	3	4	0	6	1	1	7	0	3	5	4	0	0	6	0	6	22
08:00 AM	0	2	1	1	3	1	7	3	11	0	0	0	0	14	1	0	15	0	15	29
08:15 AM	2	0	1	1	3	0	4	1	5	2	0	0	2	12	2	0	16	1	26	27
Total Volume	4	2	2	8	14	2	22	6	30	4	4	3	7	5	33	3	41	4	92	92
% App. Total	28.6	14.3	57.1		6.7	73.3	20		42.9	57.1	0	42.9	12.2	80.5	7.3					
PHF	.500	.250	.667		.500	.786	.500	.682	.250	.500	.000	.250	.625	.589	.375	.641				.793

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



Groups Printed - 3 Axle Vehicles

Start Time	Acacia Avenue Southbound					East Orangethorpe Avenue Westbound					Acacia Avenue Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	2	1	0	0	3	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	0	0	0	1	1	1	3	4
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	3	1	0	4	1	0	1	1	2	1	2	1	0	4	1	10	11	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	2
08:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	1	0	1	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	0	6	6	
Grand Total	0	0	1	0	1	0	4	2	0	6	1	0	2	1	3	1	4	1	0	6	1	16	17	
Apprch %	0	0	100		6.2	0	66.7	33.3		37.5	33.3	0	66.7	18.8	16.7	66.7	25	6.2	16.7	37.5	5.9	94.1		
Total %	0	0	6.2		6.2	0	25	12.5		37.5	6.2	0	12.5	18.8	6.2	66.7	25	6.2	16.7	37.5	5.9	94.1		

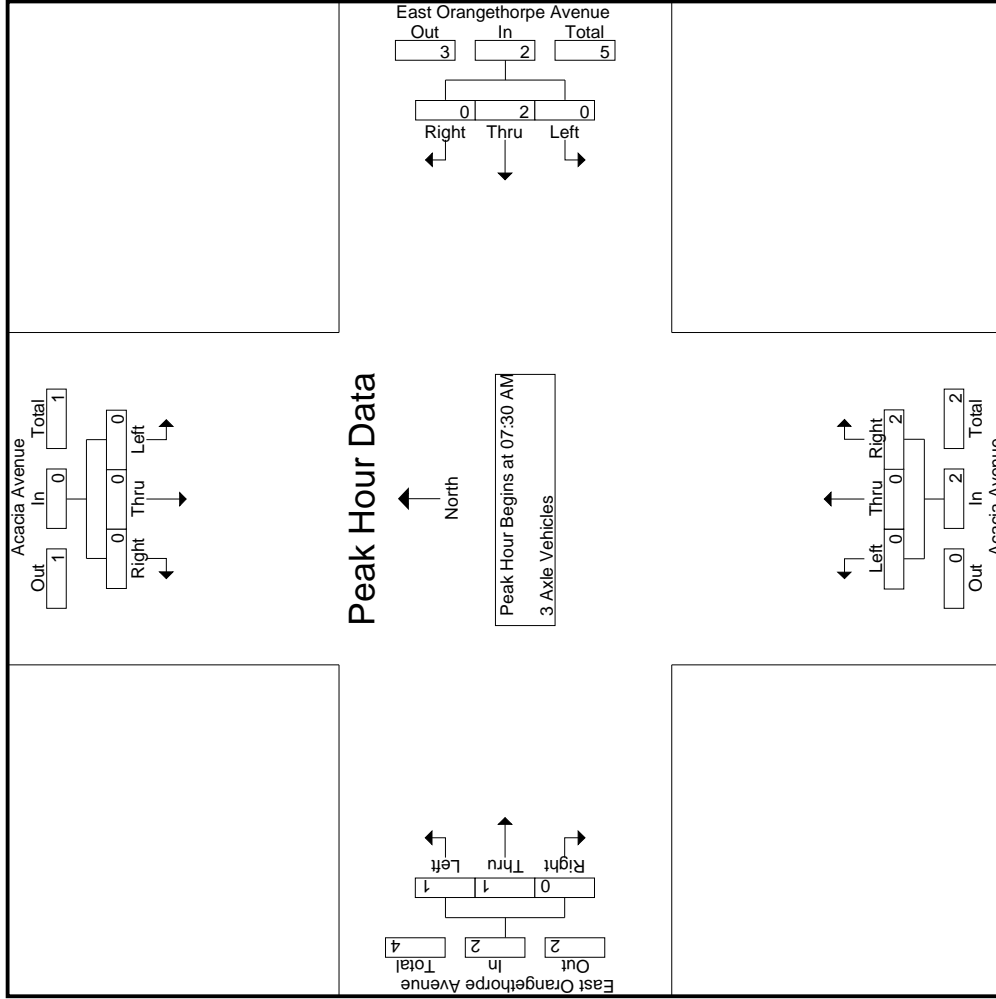
Start Time	Acacia Avenue Southbound					East Orangethorpe Avenue Westbound					Acacia Avenue Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	2	0	2	0	0	2	2	2	1	1	1	0	2	0	10	6	
% App. Total	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	50	50	0	0	0	0	.500	.500	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.250	.250	.250	.000	.000	.000	.500	.500	.500	

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

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	0	2	2	6	0	2	0	0	2	1	0	0	0	2	2	10	12
07:15 AM	4	0	1	1	5	0	2	0	0	4	2	0	0	0	2	1	11	12
07:30 AM	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	0	5	5
07:45 AM	3	1	2	1	6	0	0	2	0	2	1	2	0	0	3	1	11	12
Total	14	1	6	4	21	0	5	4	0	9	4	3	0	0	7	4	37	41
08:00 AM	1	1	0	0	2	0	1	2	0	3	0	0	0	0	1	0	6	6
08:15 AM	0	0	1	1	1	0	1	1	0	2	1	0	0	0	1	2	5	7
08:30 AM	0	0	2	2	2	2	1	2	0	5	0	0	0	0	4	2	11	13
08:45 AM	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	0	4	4
Total	1	1	3	3	5	3	4	6	0	13	0	0	0	0	7	4	26	30
Grand Total	15	2	9	7	26	3	9	10	0	22	0	0	1	1	14	8	63	71
Approch %	57.7	7.7	34.6			13.6	40.9	45.5			0	0	100		50	50		
Total %	23.8	3.2	14.3		41.3	4.8	14.3	15.9		34.9	0	0	1.6		11.1	11.1	0	0
															22.2	11.3	88.7	

3.1-101

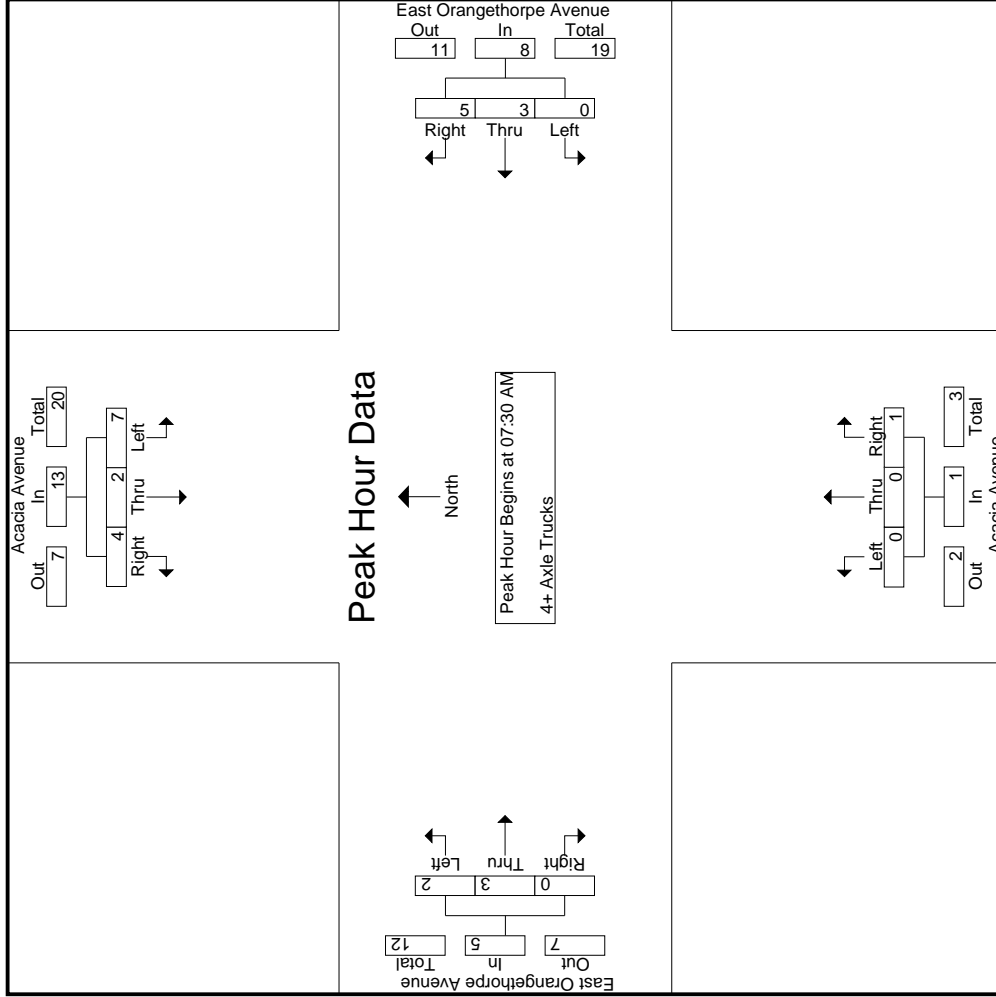
Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	3	0	0	1	4	0	0	1	0	1	0	0	0	0	0	0	0	5
07:45 AM	3	1	1	0	2	0	0	2	0	2	0	0	0	0	2	0	3	11
08:00 AM	1	1	1	0	2	0	0	1	0	3	0	0	0	0	1	0	1	6
08:15 AM	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0	0	1	5
Total Volume	7	2	4	4	13	0	0	3	0	8	0	0	1	1	3	0	5	27
% App. Total	53.8	15.4	30.8			0	37.5	62.5			0	0	100		60	60		
PHF	.583	.500	.500		.542	.000	.750	.625		.667	.000	.000	.250		.375	.000	.417	.614

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

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 06_FLN_Acacia_Orn PM
Site Code : 05120182
Start Date : 3/12/2020
Page No : 1

City of Fullerton
N/S: Acacia Avenue
E/W: East Orangethorpe Avenue
Weather: Clear

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

Start Time	Acacia Avenue Southbound						East Orangethorpe Avenue Westbound						Acacia Avenue Northbound						East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total
04:00 PM	27	27	46	14	100		30	212	22	1	264		11	23	40	20	74		17	281	25	0	323		35	761	796
04:15 PM	18	24	21	11	63		25	200	15	0	240		19	32	27	15	78		13	255	23	0	291		26	672	698
04:30 PM	32	35	47	28	114		15	177	16	2	208		23	19	29	15	71		21	319	31	0	371		45	764	809
04:45 PM	19	21	24	15	64		30	218	10	0	258		17	24	26	13	67		27	275	26	0	328		28	717	745
Total	96	107	138	68	341		100	807	63	3	970		70	98	122	63	290		78	1130	105	0	1313		134	2914	3048
05:00 PM	25	38	38	19	101		28	250	15	3	293		16	22	30	20	68		23	311	33	0	367		42	829	871
05:15 PM	16	28	20	16	64		34	247	14	1	295		18	27	17	14	62		20	272	31	1	323		32	744	776
05:30 PM	23	23	21	14	67		9	230	19	2	258		17	22	21	16	60		23	263	21	0	307		32	692	724
05:45 PM	13	19	34	23	66		13	208	15	2	236		18	13	23	17	54		20	257	21	1	298		43	654	697
Total	77	108	113	72	298		84	935	63	8	1082		69	84	91	67	244		86	1103	106	2	1295		149	2919	3068
Grand Total	173	215	251	140	639		184	1742	126	11	2052		139	182	213	130	534		164	2233	211	2	2608		283	5833	6116
Approch %	27.1	33.6	39.3				9	84.9	6.1		35.2		2.4	3.1	3.7		9.2		6.3	85.6	8.1		44.7		4.6	95.4	
Total %	3	3.7	4.3		11		3.2	29.9	2.2		35.2		2.4	3.1	3.7		9.2		2.8	38.3	3.6		44.7		4.6	95.4	
Passenger Vehicles	150	215	241		741		181	1667	106		1964		137	180	205		648		142	2159	209		2512		0	0	5865
Large Passenger Vehicles	86.7	100	96	96.4	95.1		98.4	95.7	84.1	90.9	95.2		98.6	98.9	96.2	96.9	97.6		86.6	96.7	99.1	100	96.2		0	0	95.9
Large 2 Axle Vehicles	2	0	6		13		2	48	5		55		2	2	8		16		9	34	2		45		0	0	129
Large 3 Axle Vehicles	1.2	0	2.4	3.6	1.7		1.1	2.8	4	0	2.7		1.4	1.1	3.8	3.1	2.4		5.5	1.5	0.9	0	1.7		0	0	2.1
% 3 Axle Vehicles	6	0	1		7		0	15	1		16		0	0	0	0	0		2	25	0		27		0	0	50
% 4+ Axle Trucks	3.5	0	0.4	0	0.9		0	0.9	0.8	0	0.8		0	0	0	0	0		1.2	1.1	0	0	1		0	0	0.8
% 4+ Axle Trucks	15	0	3		18		1	12	14		28		0	0	0	0	0		11	15	0		26		0	0	72
% 4+ Axle Trucks	8.7	0	1.2	0	2.3		0.5	0.7	11.1	9.1	1.4		0	0	0	0	0		6.7	0.7	0	0	1		0	0	1.2

Start Time	Acacia Avenue Southbound						East Orangethorpe Avenue Westbound						Acacia Avenue Northbound						East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total
04:30 PM	32	35	35		47		15	177			16		23	19	29		71		21	319	31		371		31	764
04:45 PM	19	21	24		24		30	218			10		17	24	26		67		27	275	26		328		26	717
05:00 PM	25	38	38		38		28	250			15		16	22	30		68		23	311	33		367		33	829
05:15 PM	16	22	28		20		34	247			14		18	27	17		62		20	272	21		323		21	744
Total Volume	92	122	129		343		107	892			55		74	92	102		268		91	1177	121		1389		121	3054
% App. Total	26.8	35.6	37.6		37.6		10.2	84.6	5.2		5.2		27.6	34.3	38.1		84.7		6.6	84.7	8.7		936		8.7	921
PHF	.719	.803	.686		.752		.787	.892	.859		.893		.804	.852	.850		.944		.843	.922	.917		.936		.917	.921

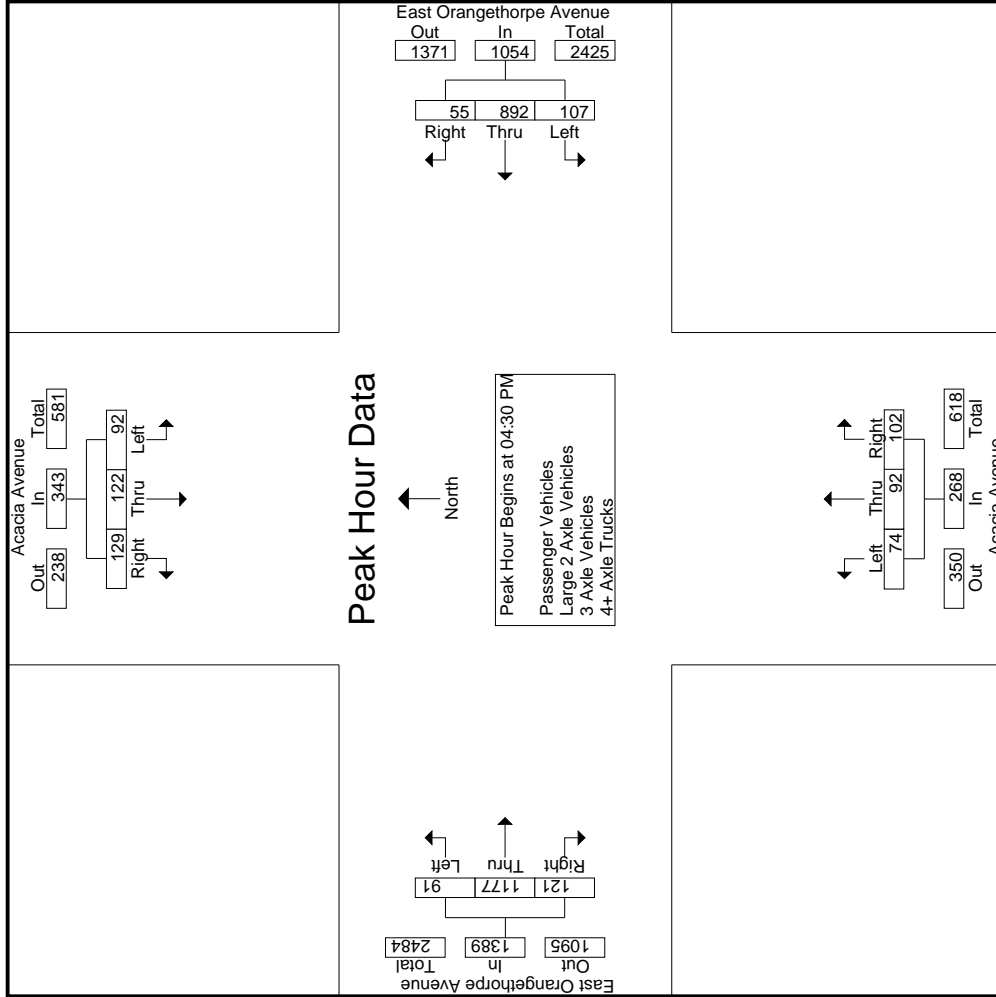
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	0	0	0	0	1	5	3	0	9	2	0	2	1	4	0	4	1	0	5
04:15 PM	0	0	1	1	1	0	3	0	0	3	0	0	1	1	1	0	5	2	0	5
04:30 PM	1	0	1	1	2	0	3	1	0	4	0	1	2	0	3	2	6	0	0	8
04:45 PM	0	0	1	0	1	0	7	0	0	7	0	0	2	1	2	2	2	1	0	5
Total	1	0	3	2	4	1	18	4	0	23	2	1	7	3	10	4	17	2	0	23
05:00 PM	0	0	1	1	1	1	5	0	0	6	0	0	0	0	0	1	6	0	0	7
05:15 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	2	5	0	0	7
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	1	0	0	2
05:45 PM	1	0	2	2	3	0	8	0	0	8	0	1	1	1	2	1	5	0	0	6
Total	1	0	3	3	4	1	30	1	0	32	0	1	1	1	2	5	17	0	0	22
Grand Total	2	0	6	5	8	2	48	5	0	55	2	2	8	4	12	9	34	2	0	45
Apprch %	25	0	75			3.6	87.3	9.1		16.7	16.7	66.7			12	20	75.6	4.4		37.5
Total %	1.7	0	5		6.7	1.7	40	4.2		45.8	1.7	1.7	6.7		10	7.5	28.3	1.7		7

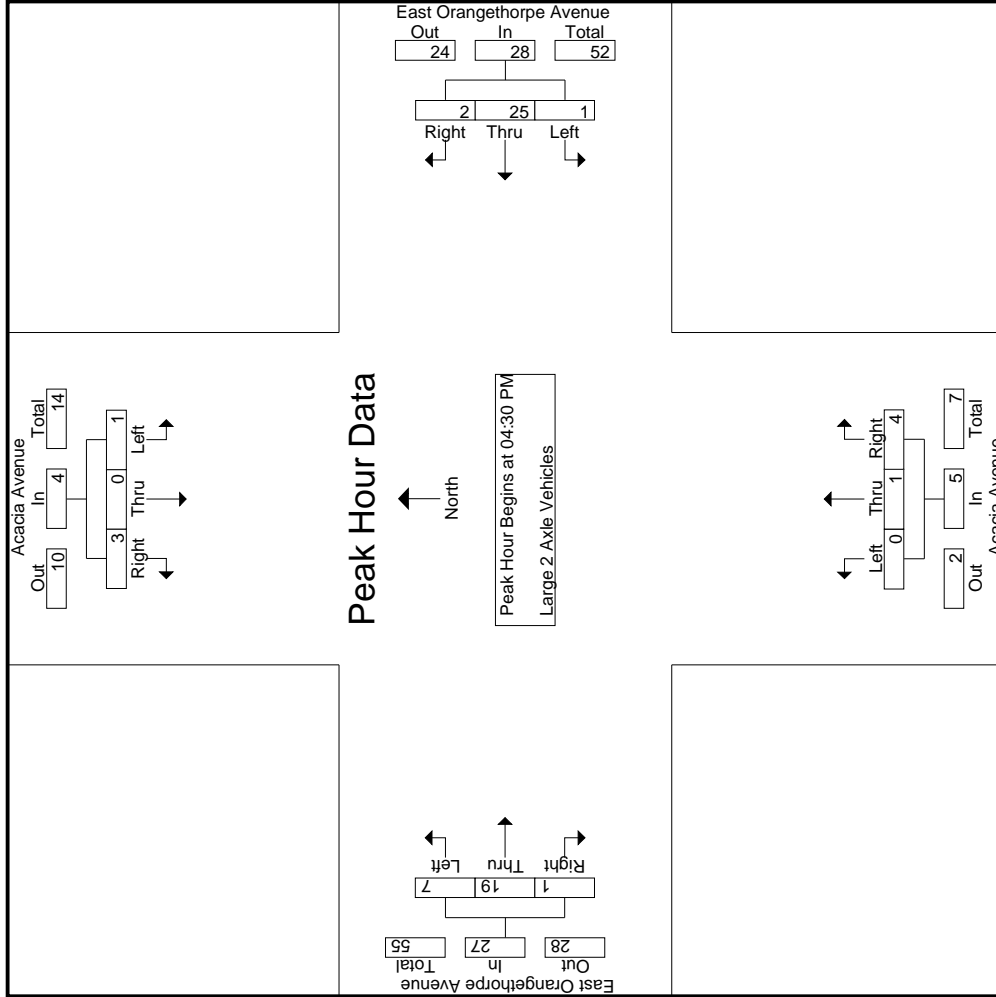
Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	1	0	0	1	1	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	1	0	7	0	0	7	0	0	2	2	2	2	2	2	1	1	0	1	5	17
05:00 PM	0	0	1	1	1	1	5	0	0	6	0	0	0	0	0	1	6	0	0	7	0	0	7	15
05:15 PM	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	2	5	0	0	7	0	0	7	14
Total Volume	1	0	3	3	4	1	25	2	28	28	0	1	4	5	5	7	19	1	1	27	4	60	65	
% App. Total	25	0	75			3.6	89.3	7.1		7.1	3.6	20	80		25.9	70.4	3.7			37.5				
PHF	.250	.000	.750		.500	.250	.625	.500		.636	.250	.000	.250	.500	.417	.875	.792	.250		.844				.889

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

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

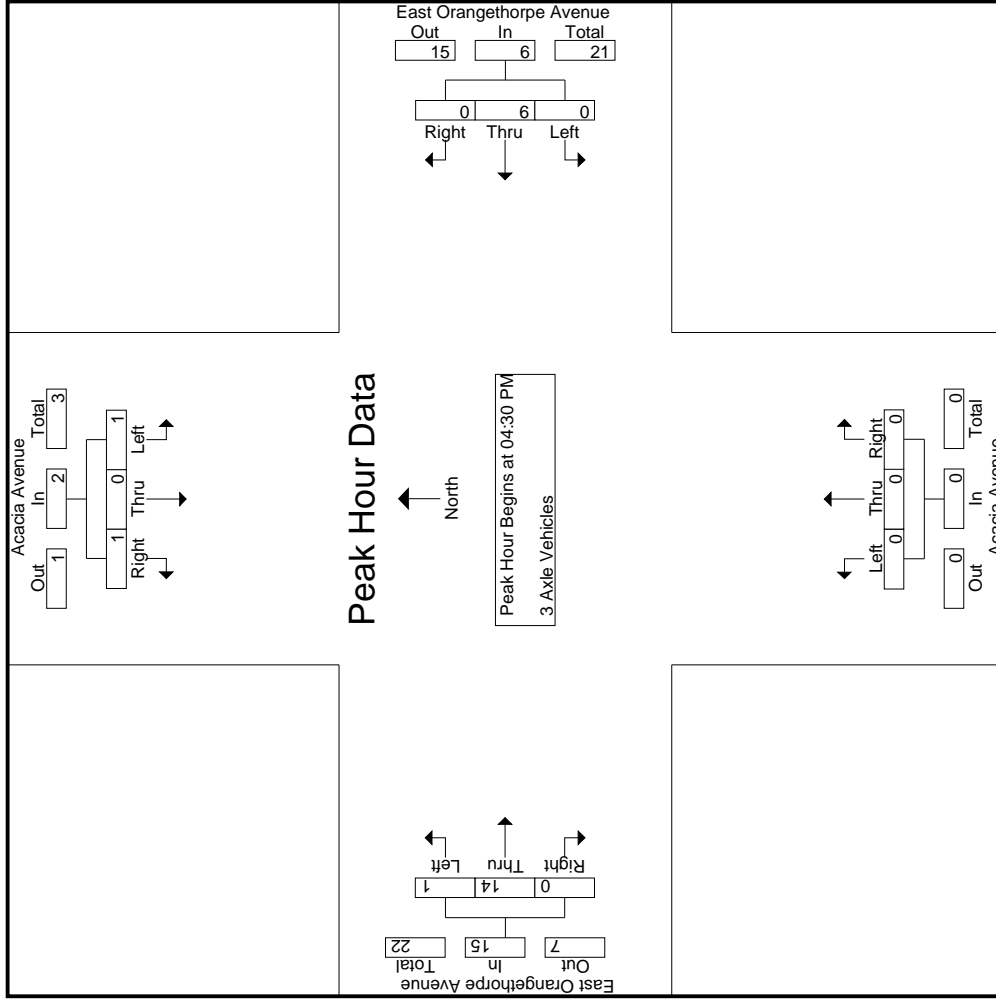
Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	5	1	0	6	0	0	0	0	1	4	0	5	0	11	11
04:15 PM	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4	0	4	0	7	7
04:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0	5	0	7	7
04:45 PM	0	0	1	0	0	2	0	0	2	0	0	0	0	0	4	0	4	0	7	7
Total	1	0	1	0	0	11	1	0	12	0	0	0	0	1	17	0	18	0	32	32
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	0	4	4
05:15 PM	1	0	0	1	0	1	0	0	1	0	0	0	0	1	2	0	3	0	5	5
05:30 PM	4	0	0	4	0	1	0	0	1	0	0	0	0	1	0	1	1	0	6	6
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	0	3	3
Total	5	0	0	5	0	4	0	0	4	0	0	0	0	1	8	0	9	0	18	18
Grand Total	6	0	1	0	0	15	1	0	16	0	0	0	0	2	25	0	27	0	50	50
Approch %	85.7	0	14.3	0	93.8	6.2	2	0	32	0	0	0	0	7.4	92.6	0	54	0	100	100
Total %	12	0	2	14	0	30	2	0	0	0	0	0	0	4	50	0	0	0	0	0

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	5	5
04:45 PM	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4	0	4	0	4	4
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	0	4	4
05:15 PM	1	0	0	1	0	1	0	0	1	0	0	0	1	2	0	0	2	0	3	3
Total Volume	1	0	0	1	0	6	0	0	6	0	0	0	1	14	0	15	0	15	15	
% App. Total	50	0	0	50	0	100	0	0	0	0	0	0	6.7	93.3	0	0	0	0	0	0
PHF	.250	.000	.250	.500	.000	.750	.000	.000	.750	.000	.000	.000	.250	.700	.000	.750	.000	.750	.821	

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	3	0	0	0	0	0	5	0	0	0	0	0	2	3	0	0	0	0	13	13
04:15 PM	0	0	1	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0	9	9
04:30 PM	3	0	1	0	0	2	1	0	0	0	0	0	1	1	0	0	0	1	10	11
04:45 PM	2	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	9	9
Total	8	0	3	0	0	5	8	1	13	0	0	0	6	11	0	0	1	41	42	42
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	6	6
05:15 PM	2	0	0	0	1	3	1	0	5	0	0	0	0	2	0	0	0	0	9	9
05:30 PM	3	0	0	0	0	0	1	0	1	0	0	0	2	1	0	0	0	0	7	7
05:45 PM	2	0	0	0	2	0	2	0	4	0	0	0	1	1	0	0	0	0	8	8
Total	7	0	0	0	7	1	7	6	14	0	0	0	5	4	0	0	0	30	30	30
Grand Total	15	0	3	0	1	12	14	1	27	0	0	0	11	15	0	0	1	71	72	72
Approch %	83.3	0	16.7	0	3.7	44.4	51.9	0	0	0	0	0	42.3	57.7	0	0	0	1.4	98.6	98.6
Total %	21.1	0	4.2	0	1.4	16.9	19.7	0	38	0	0	0	15.5	21.1	0	0	0	36.6	36.6	36.6

3.1-109

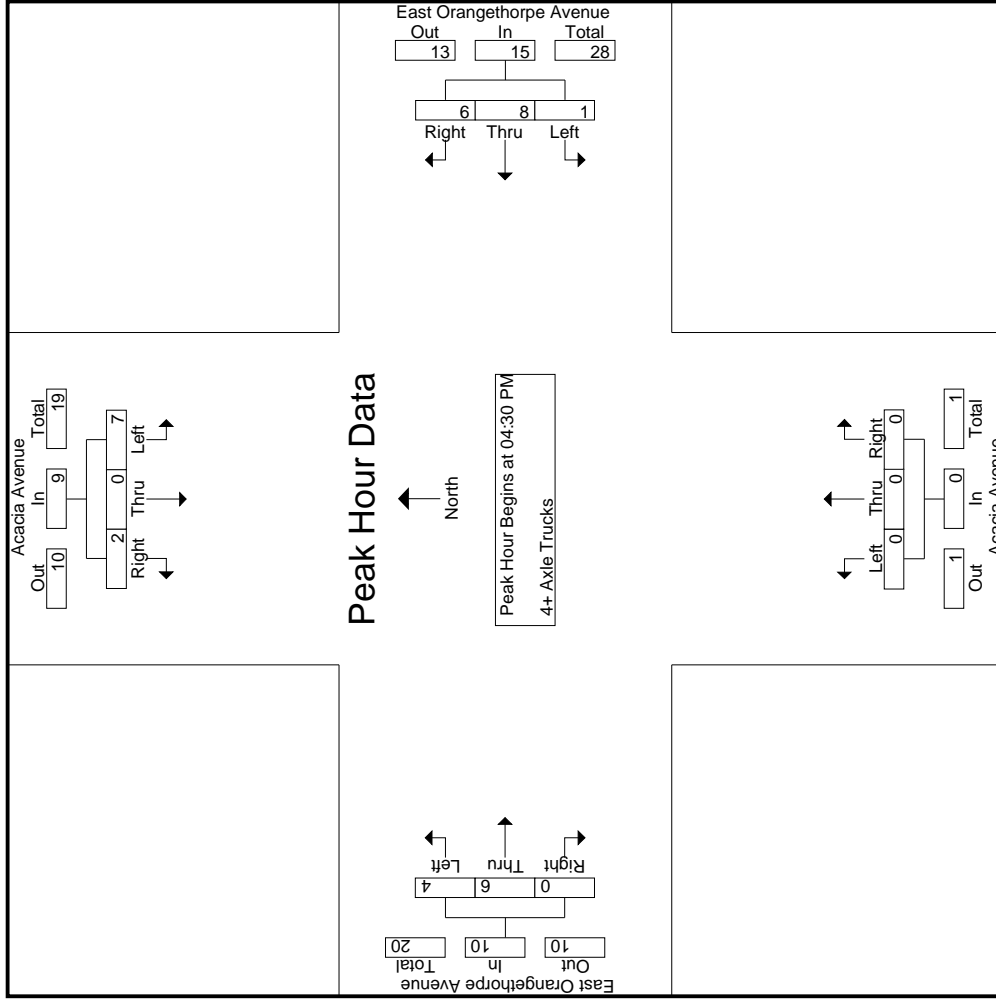
Start Time	Acacia Avenue Southbound				East Orangethorpe Avenue Westbound				Acacia Avenue Northbound				East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	3	0	0	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	2	10
04:45 PM	2	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	9
05:00 PM	0	0	0	0	0	0	2	4	0	0	0	0	2	0	0	0	0	0	2	6
05:15 PM	2	0	0	0	1	3	1	5	0	0	0	0	0	2	0	0	0	0	2	9
Total Volume	7	0	0	2	9	8	6	15	0	0	0	0	4	6	0	0	0	10	34	34
% App. Total	77.8	0	0	22.2	6.7	53.3	40	0	0	0	0	0	40	60	0	0	0	0	.625	.850
PHF	.583	.000	.500	.563	.250	.667	.750	.750	.000	.000	.000	.000	.500	.500	.000	.000	.625	.850	.850	

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

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

City of Fullerton
 N/S: Acacia Avenue
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 06_FLN_Acacia_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: Acacia Avenue
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Acacia Avenue	East Leg E Orangethorpe Avenue	South Leg Acacia Avenue	West Leg E Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	1	2
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	2	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	4	7

	North Leg Acacia Avenue	East Leg E Orangethorpe Avenue	South Leg Acacia Avenue	West Leg E Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	2	2
5:00 PM	0	0	1	2	3
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	1	1
5:45 PM	0	1	1	0	2
TOTAL VOLUMES:	0	1	2	6	9

Location: Fullerton
 N/S: Acacia Avenue
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Acacia Avenue			Westbound E Orangethorpe Avenue			Northbound Acacia Avenue			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	3	0	0	1	0	0	1	0	0	1	0	6

	Southbound Acacia Avenue			Westbound E Orangethorpe Avenue			Northbound Acacia Avenue			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	1	0	0	0	0	0	2

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

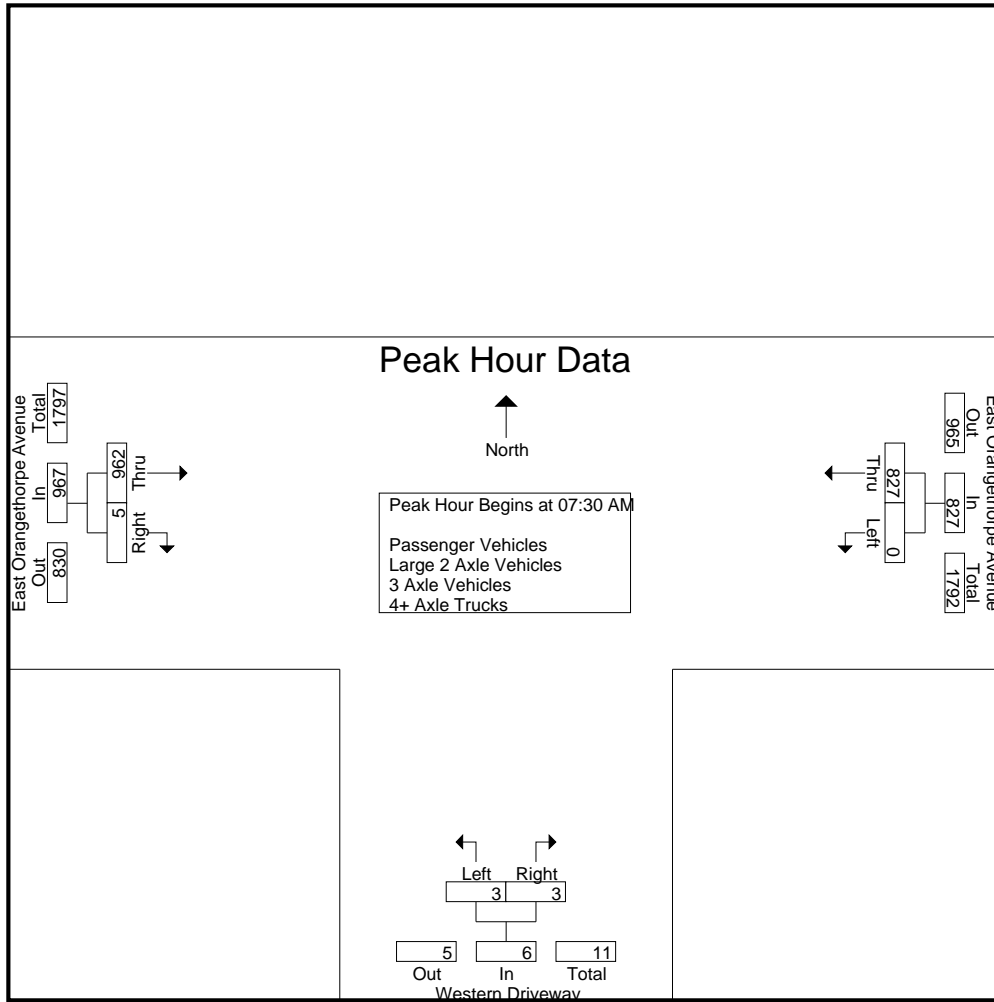
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	122	122	0	0	0	200	2	202	324
07:15 AM	0	147	147	1	0	1	211	1	212	360
07:30 AM	0	192	192	0	0	0	260	1	261	453
07:45 AM	0	216	216	0	1	1	272	2	274	491
Total	0	677	677	1	1	2	943	6	949	1628
08:00 AM	0	223	223	0	1	1	232	1	233	457
08:15 AM	0	196	196	3	1	4	198	1	199	399
08:30 AM	0	183	183	1	1	2	183	0	183	368
08:45 AM	1	196	197	0	0	0	178	3	181	378
Total	1	798	799	4	3	7	791	5	796	1602
Grand Total	1	1475	1476	5	4	9	1734	11	1745	3230
Apprch %	0.1	99.9		55.6	44.4		99.4	0.6		
Total %	0	45.7	45.7	0.2	0.1	0.3	53.7	0.3	54	
Passenger Vehicles	1	1399	1400	3	4	7	1626	10	1636	3043
% Passenger Vehicles	100	94.8	94.9	60	100	77.8	93.8	90.9	93.8	94.2
Large 2 Axle Vehicles	0	52	52	2	0	2	73	0	73	127
% Large 2 Axle Vehicles	0	3.5	3.5	40	0	22.2	4.2	0	4.2	3.9
3 Axle Vehicles	0	6	6	0	0	0	6	0	6	12
% 3 Axle Vehicles	0	0.4	0.4	0	0	0	0.3	0	0.3	0.4
4+ Axle Trucks	0	18	18	0	0	0	29	1	30	48
% 4+ Axle Trucks	0	1.2	1.2	0	0	0	1.7	9.1	1.7	1.5

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	192	192	0	0	0	260	1	261	453
07:45 AM	0	216	216	0	1	1	272	2	274	491
08:00 AM	0	223	223	0	1	1	232	1	233	457
08:15 AM	0	196	196	3	1	4	198	1	199	399
Total Volume	0	827	827	3	3	6	962	5	967	1800
% App. Total	0	100		50	50		99.5	0.5		
PHF	.000	.927	.927	.250	.750	.375	.884	.625	.882	.916

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:30 AM		07:45 AM			07:15 AM			
+0 mins.	0	192	192	0	1	1	211	1	212
+15 mins.	0	216	216	0	1	1	260	1	261
+30 mins.	0	223	223	3	1	4	272	2	274
+45 mins.	0	196	196	1	1	2	232	1	233
Total Volume	0	827	827	4	4	8	975	5	980
% App. Total	0	100		50	50		99.5	0.5	
PHF	.000	.927	.927	.333	1.000	.500	.896	.625	.894

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

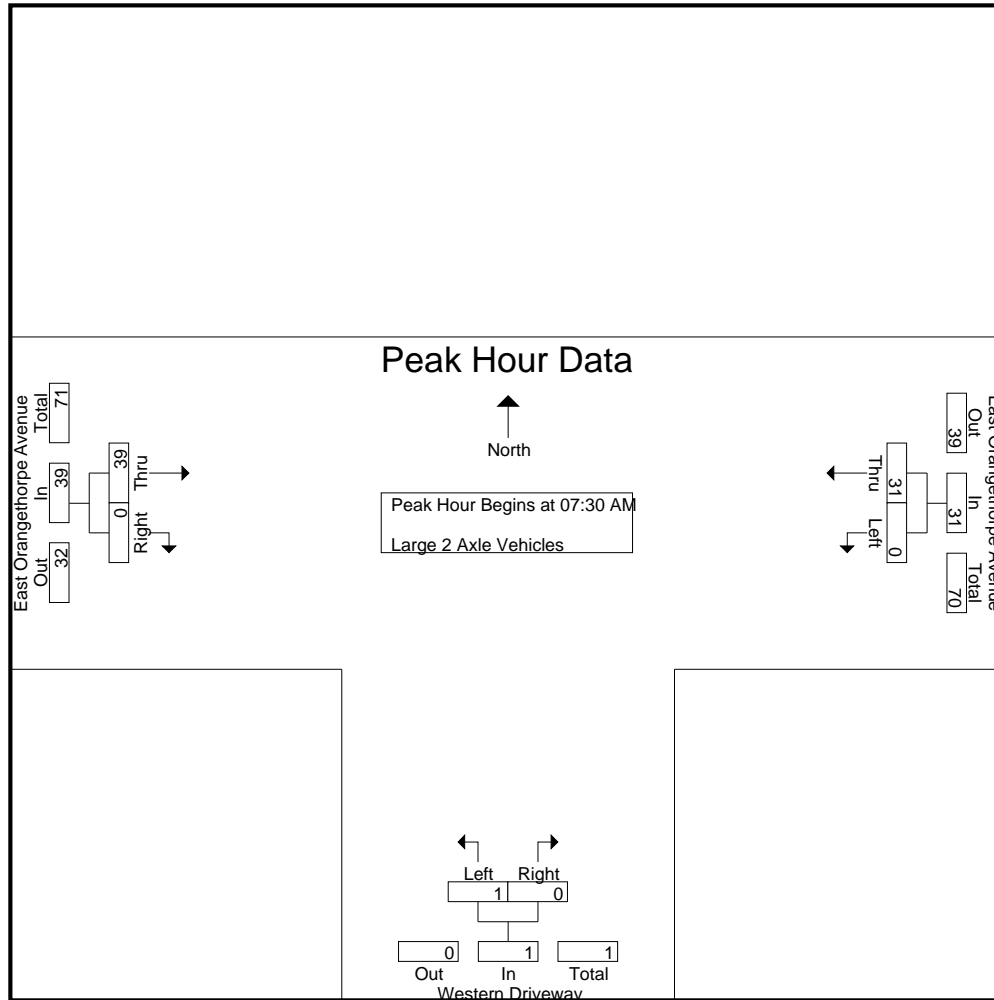
Groups Printed- Large 2 Axle Vehicles

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	4	4	0	0	0	7	0	7	11
07:15 AM	0	3	3	0	0	0	3	0	3	6
07:30 AM	0	8	8	0	0	0	6	0	6	14
07:45 AM	0	6	6	0	0	0	6	0	6	12
Total	0	21	21	0	0	0	22	0	22	43
08:00 AM	0	10	10	0	0	0	12	0	12	22
08:15 AM	0	7	7	1	0	1	15	0	15	23
08:30 AM	0	6	6	1	0	1	15	0	15	22
08:45 AM	0	8	8	0	0	0	9	0	9	17
Total	0	31	31	2	0	2	51	0	51	84
Grand Total	0	52	52	2	0	2	73	0	73	127
Apprch %	0	100		100	0		100	0		
Total %	0	40.9	40.9	1.6	0	1.6	57.5	0	57.5	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	8	8	0	0	0	6	0	6	14
07:45 AM	0	6	6	0	0	0	6	0	6	12
08:00 AM	0	10	10	0	0	0	12	0	12	22
08:15 AM	0	7	7	1	0	1	15	0	15	23
Total Volume	0	31	31	1	0	1	39	0	39	71
% App. Total	0	100		100	0		100	0		
PHF	.000	.775	.775	.250	.000	.250	.650	.000	.650	.772

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	8	8	0	0	0	6	0	6
+15 mins.	0	6	6	0	0	0	6	0	6
+30 mins.	0	10	10	0	0	0	12	0	12
+45 mins.	0	7	7	1	0	1	15	0	15
Total Volume	0	31	31	1	0	1	39	0	39
% App. Total	0	100		100	0		100	0	
PHF	.000	.775	.775	.250	.000	.250	.650	.000	.650

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

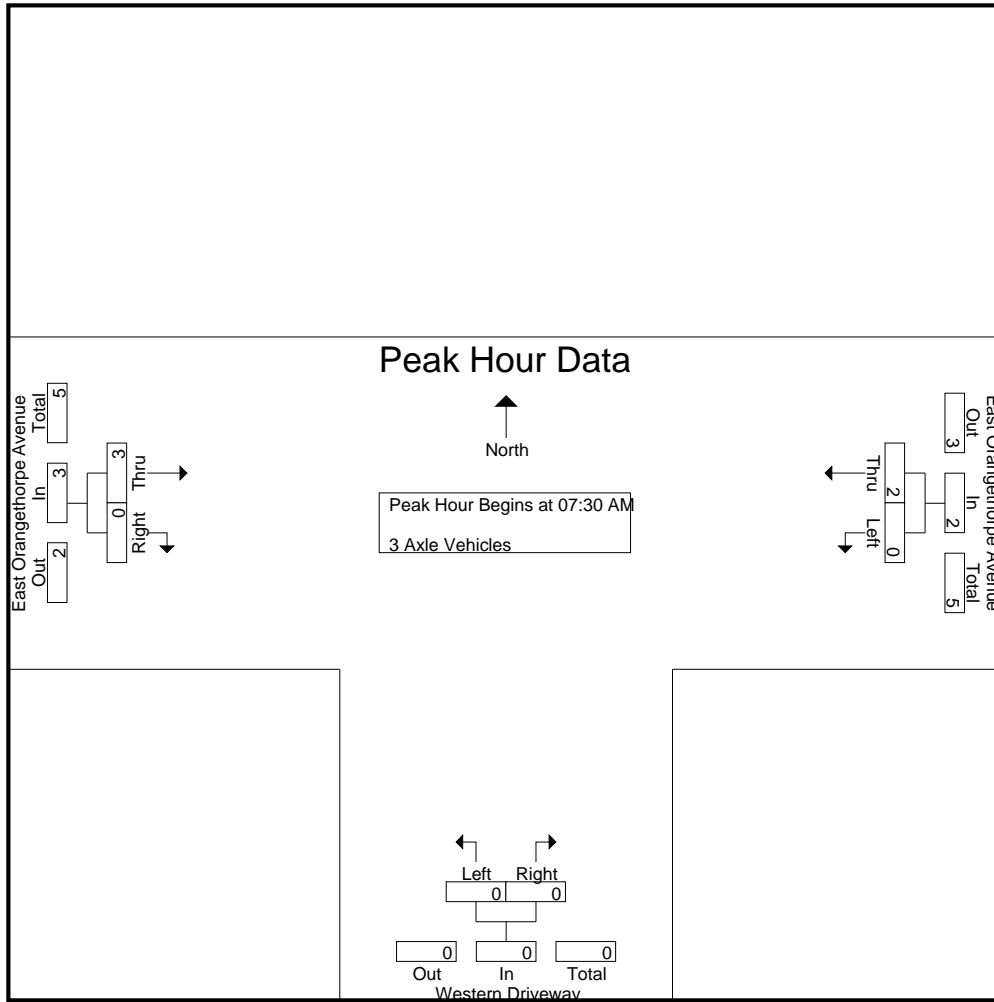
Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	2	0	2	3
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	4	0	4	7
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	3	3	0	0	0	2	0	2	5
Grand Total	0	6	6	0	0	0	6	0	6	12
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	0	0	0	3	0	3	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.750	.000	.750	.625

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

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.750	.000	.750

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

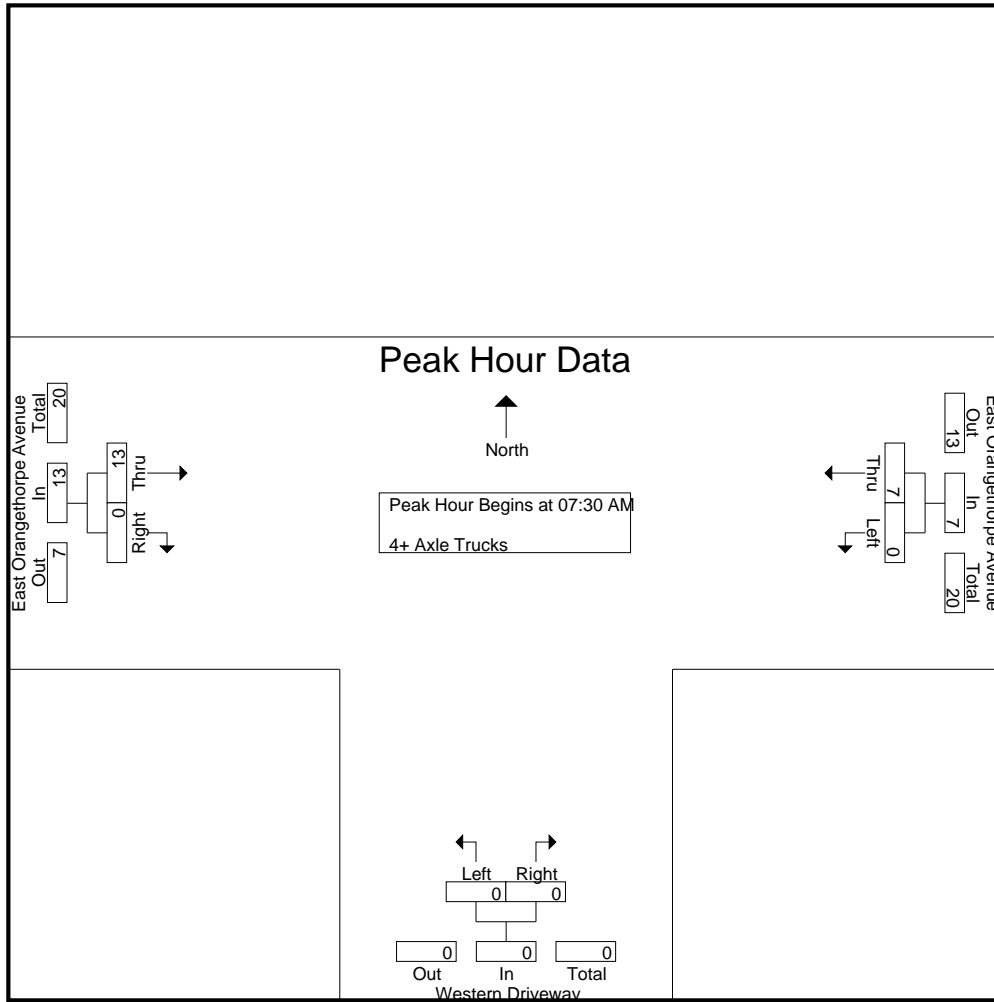
Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	4	0	4	5
07:15 AM	0	3	3	0	0	0	7	0	7	10
07:30 AM	0	1	1	0	0	0	4	0	4	5
07:45 AM	0	0	0	0	0	0	5	0	5	5
Total	0	5	5	0	0	0	20	0	20	25
08:00 AM	0	3	3	0	0	0	3	0	3	6
08:15 AM	0	3	3	0	0	0	1	0	1	4
08:30 AM	0	4	4	0	0	0	4	0	4	8
08:45 AM	0	3	3	0	0	0	1	1	2	5
Total	0	13	13	0	0	0	9	1	10	23
Grand Total	0	18	18	0	0	0	29	1	30	48
Apprch %	0	100		0	0		96.7	3.3		
Total %	0	37.5	37.5	0	0	0	60.4	2.1	62.5	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	1	1	0	0	0	4	0	4	5
07:45 AM	0	0	0	0	0	0	5	0	5	5
08:00 AM	0	3	3	0	0	0	3	0	3	6
08:15 AM	0	3	3	0	0	0	1	0	1	4
Total Volume	0	7	7	0	0	0	13	0	13	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.583	.583	.000	.000	.000	.650	.000	.650	.833

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

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	0	5	0	5
+30 mins.	0	3	3	0	0	0	3	0	3
+45 mins.	0	3	3	0	0	0	1	0	1
Total Volume	0	7	7	0	0	0	13	0	13
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.650	.000	.650

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

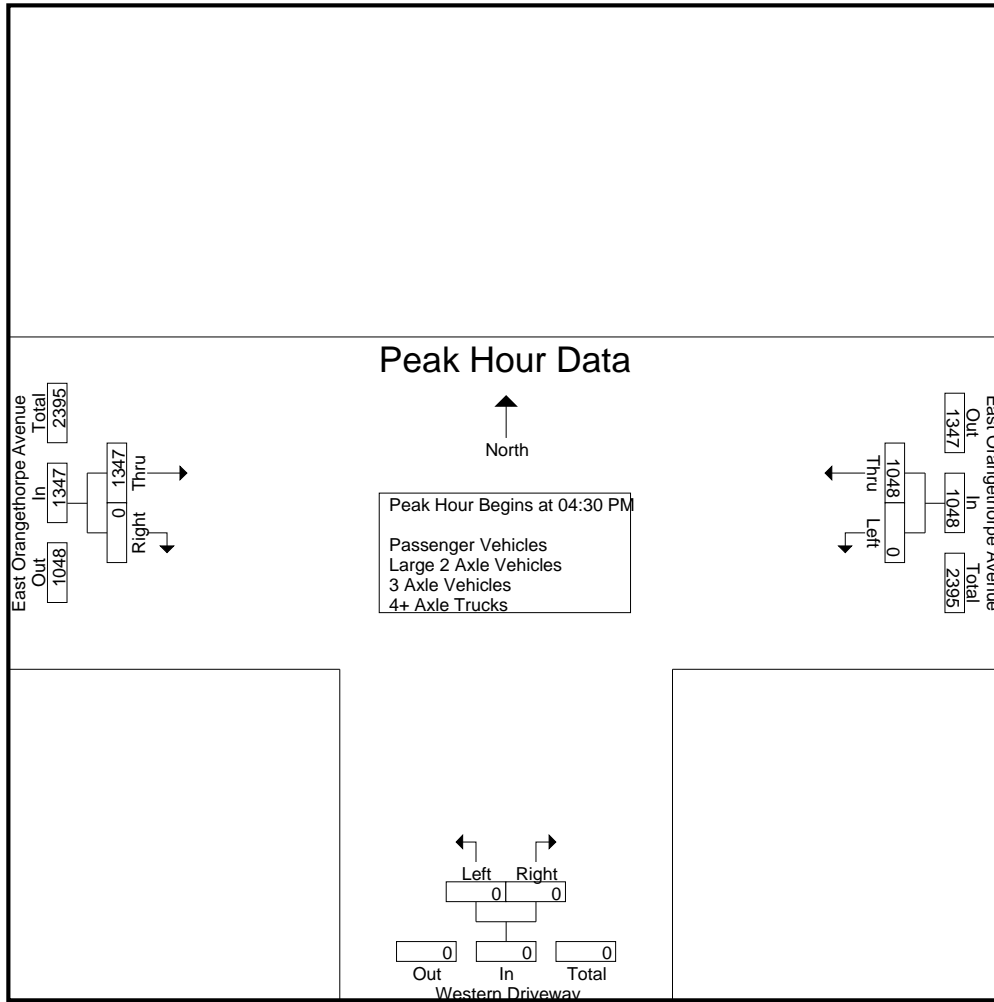
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	254	254	1	0	1	341	0	341	596
04:15 PM	0	244	244	0	1	1	310	0	310	555
04:30 PM	0	217	217	0	0	0	371	0	371	588
04:45 PM	0	252	252	0	0	0	312	0	312	564
Total	0	967	967	1	1	2	1334	0	1334	2303
05:00 PM	0	288	288	0	0	0	356	0	356	644
05:15 PM	0	291	291	0	0	0	308	0	308	599
05:30 PM	1	267	268	1	1	2	310	1	311	581
05:45 PM	3	235	238	1	3	4	296	1	297	539
Total	4	1081	1085	2	4	6	1270	2	1272	2363
Grand Total	4	2048	2052	3	5	8	2604	2	2606	4666
Apprch %	0.2	99.8		37.5	62.5		99.9	0.1		
Total %	0.1	43.9	44	0.1	0.1	0.2	55.8	0	55.9	
Passenger Vehicles	3	1951	1954	3	4	7	2509	2	2511	4472
% Passenger Vehicles	75	95.3	95.2	100	80	87.5	96.4	100	96.4	95.8
Large 2 Axle Vehicles	0	56	56	0	0	0	38	0	38	94
% Large 2 Axle Vehicles	0	2.7	2.7	0	0	0	1.5	0	1.5	2
3 Axle Vehicles	0	17	17	0	0	0	28	0	28	45
% 3 Axle Vehicles	0	0.8	0.8	0	0	0	1.1	0	1.1	1
4+ Axle Trucks	1	24	25	0	1	1	29	0	29	55
% 4+ Axle Trucks	25	1.2	1.2	0	20	12.5	1.1	0	1.1	1.2

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	217	217	0	0	0	371	0	371	588
04:45 PM	0	252	252	0	0	0	312	0	312	564
05:00 PM	0	288	288	0	0	0	356	0	356	644
05:15 PM	0	291	291	0	0	0	308	0	308	599
Total Volume	0	1048	1048	0	0	0	1347	0	1347	2395
% App. Total	0	100		0	0		100	0		
PHF	.000	.900	.900	.000	.000	.000	.908	.000	.908	.930

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:45 PM			05:00 PM			04:15 PM		
+0 mins.	0	252	252	0	0	0	310	0	310
+15 mins.	0	288	288	0	0	0	371	0	371
+30 mins.	0	291	291	1	1	2	312	0	312
+45 mins.	1	267	268	1	3	4	356	0	356
Total Volume	1	1098	1099	2	4	6	1349	0	1349
% App. Total	0.1	99.9		33.3	66.7		100	0	
PHF	.250	.943	.944	.500	.333	.375	.909	.000	.909

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

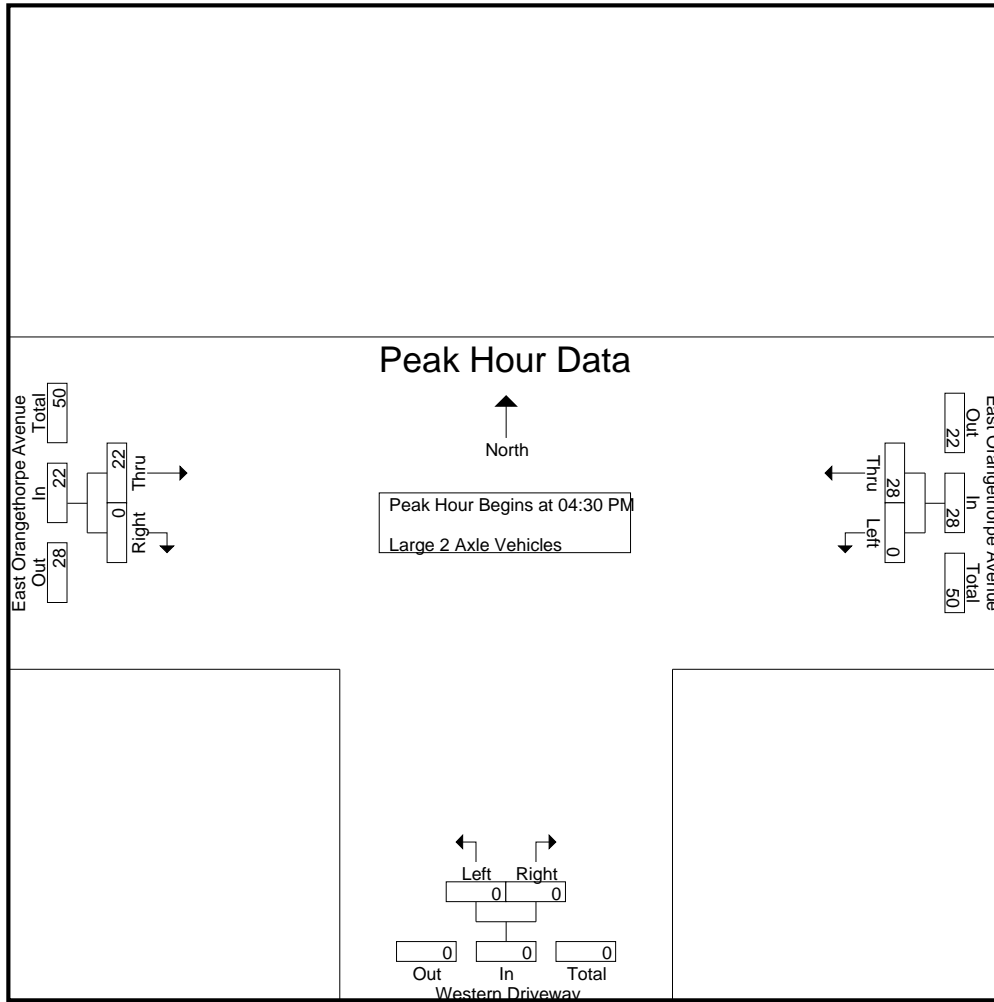
Groups Printed- Large 2 Axle Vehicles

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	8	8	0	0	0	4	0	4	12
04:15 PM	0	4	4	0	0	0	5	0	5	9
04:30 PM	0	6	6	0	0	0	8	0	8	14
04:45 PM	0	7	7	0	0	0	4	0	4	11
Total	0	25	25	0	0	0	21	0	21	46
05:00 PM	0	7	7	0	0	0	6	0	6	13
05:15 PM	0	8	8	0	0	0	4	0	4	12
05:30 PM	0	11	11	0	0	0	1	0	1	12
05:45 PM	0	5	5	0	0	0	6	0	6	11
Total	0	31	31	0	0	0	17	0	17	48
Grand Total	0	56	56	0	0	0	38	0	38	94
Apprch %	0	100		0	0		100	0		
Total %	0	59.6	59.6	0	0	0	40.4	0	40.4	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	6	6	0	0	0	8	0	8	14
04:45 PM	0	7	7	0	0	0	4	0	4	11
05:00 PM	0	7	7	0	0	0	6	0	6	13
05:15 PM	0	8	8	0	0	0	4	0	4	12
Total Volume	0	28	28	0	0	0	22	0	22	50
% App. Total	0	100		0	0		100	0		
PHF	.000	.875	.875	.000	.000	.000	.688	.000	.688	.893

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	6	6	0	0	0	8	0	8
+15 mins.	0	7	7	0	0	0	4	0	4
+30 mins.	0	7	7	0	0	0	6	0	6
+45 mins.	0	8	8	0	0	0	4	0	4
Total Volume	0	28	28	0	0	0	22	0	22
% App. Total	0	100		0	0		100	0	
PHF	.000	.875	.875	.000	.000	.000	.688	.000	.688

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

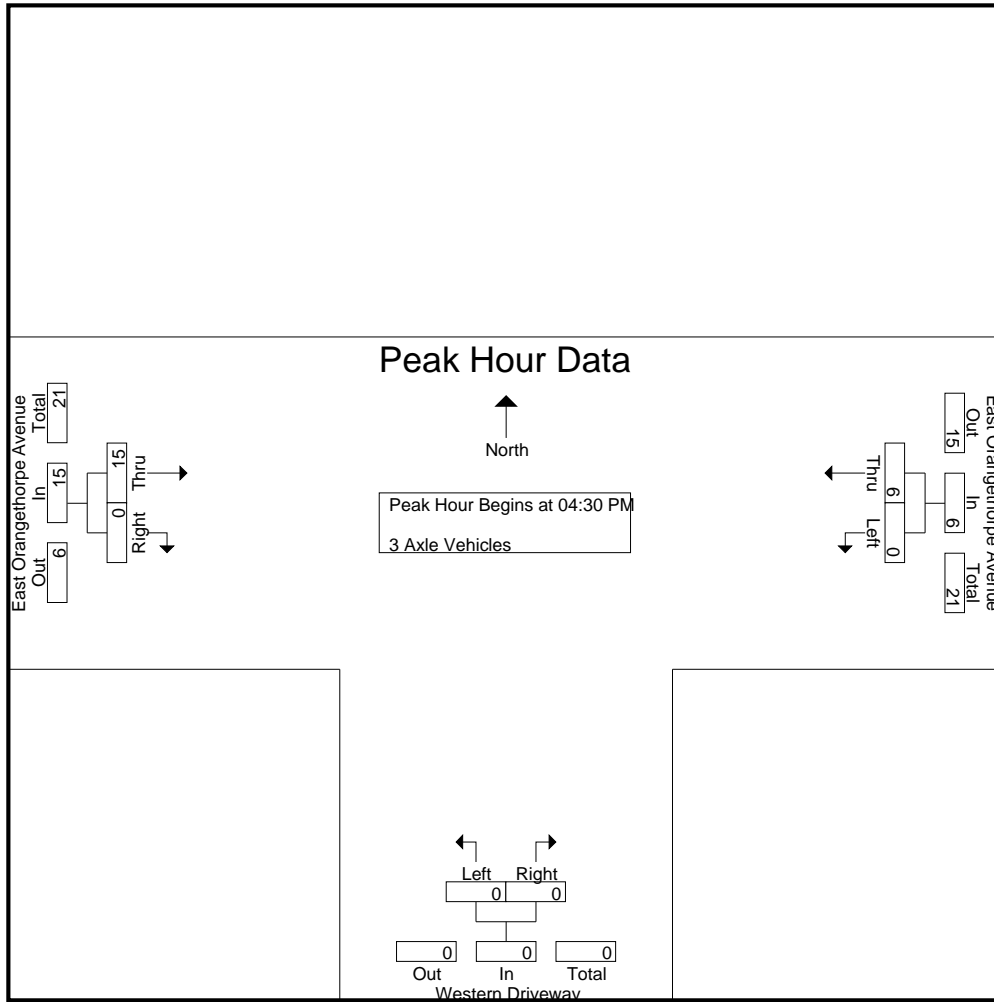
Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	5	5	0	0	0	4	0	4	9
04:15 PM	0	3	3	0	0	0	4	0	4	7
04:30 PM	0	1	1	0	0	0	5	0	5	6
04:45 PM	0	2	2	0	0	0	5	0	5	7
Total	0	11	11	0	0	0	18	0	18	29
05:00 PM	0	2	2	0	0	0	2	0	2	4
05:15 PM	0	1	1	0	0	0	3	0	3	4
05:30 PM	0	1	1	0	0	0	4	0	4	5
05:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	10	0	10	16
Grand Total	0	17	17	0	0	0	28	0	28	45
Apprch %	0	100		0	0		100	0		
Total %	0	37.8	37.8	0	0	0	62.2	0	62.2	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	1	1	0	0	0	5	0	5	6
04:45 PM	0	2	2	0	0	0	5	0	5	7
05:00 PM	0	2	2	0	0	0	2	0	2	4
05:15 PM	0	1	1	0	0	0	3	0	3	4
Total Volume	0	6	6	0	0	0	15	0	15	21
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750	.750

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

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	5	0	5
+15 mins.	0	2	2	0	0	0	5	0	5
+30 mins.	0	2	2	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	3	0	3
Total Volume	0	6	6	0	0	0	15	0	15
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

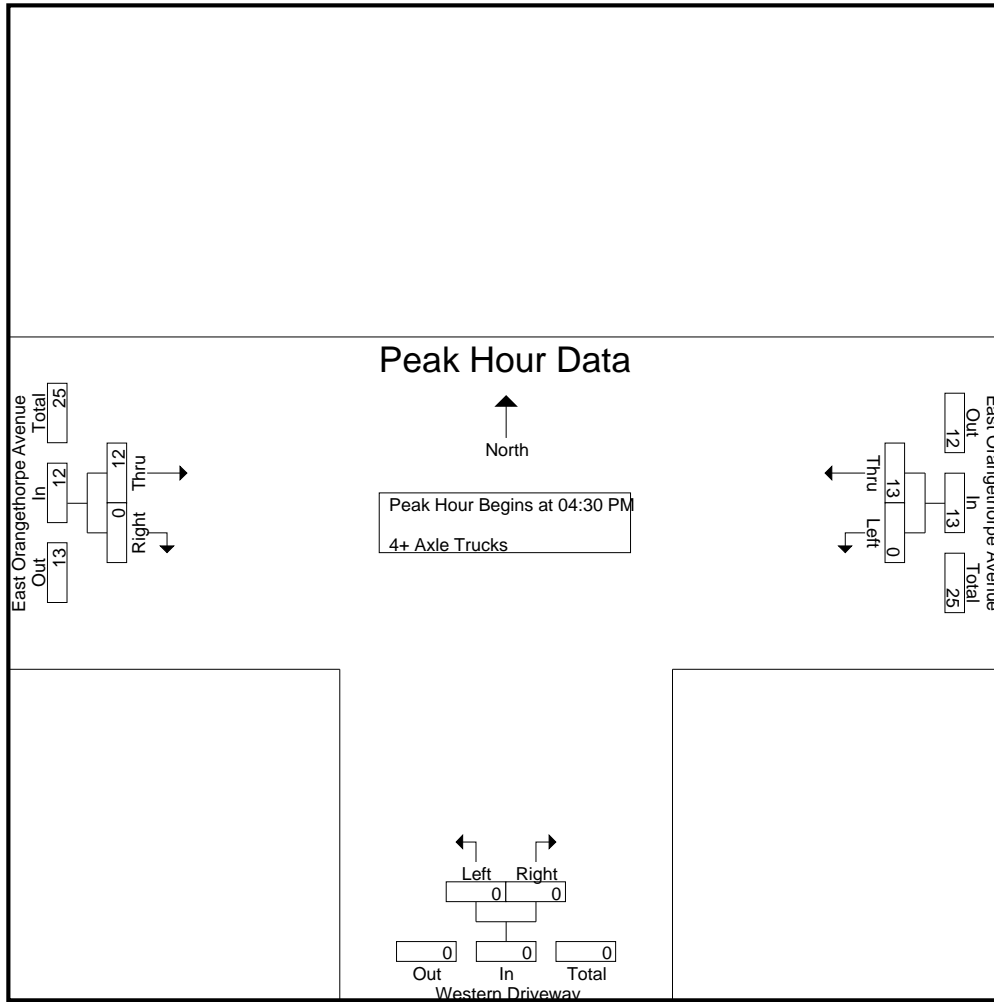
Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	5	0	5	9
04:15 PM	0	2	2	0	0	0	5	0	5	7
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	2	2	0	0	0	5	0	5	7
Total	0	11	11	0	0	0	19	0	19	30
05:00 PM	0	3	3	0	0	0	0	0	0	3
05:15 PM	0	5	5	0	0	0	3	0	3	8
05:30 PM	0	2	2	0	0	0	4	0	4	6
05:45 PM	1	3	4	0	1	1	3	0	3	8
Total	1	13	14	0	1	1	10	0	10	25
Grand Total	1	24	25	0	1	1	29	0	29	55
Apprch %	4	96		0	100		100	0		
Total %	1.8	43.6	45.5	0	1.8	1.8	52.7	0	52.7	

Start Time	East Orangethorpe Avenue Westbound			Western Driveway Northbound			East Orangethorpe Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	3	3	0	0	0	4	0	4	7
04:45 PM	0	2	2	0	0	0	5	0	5	7
05:00 PM	0	3	3	0	0	0	0	0	0	3
05:15 PM	0	5	5	0	0	0	3	0	3	8
Total Volume	0	13	13	0	0	0	12	0	12	25
% App. Total	0	100		0	0		100	0		
PHF	.000	.650	.650	.000	.000	.000	.600	.000	.600	.781

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

City of Fullerton
 N/S: Western Driveway
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 07A_FLN_West DW_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	3	3	0	0	0	4	0	4
+15 mins.	0	2	2	0	0	0	5	0	5
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	5	5	0	0	0	3	0	3
Total Volume	0	13	13	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.650	.650	.000	.000	.000	.600	.000	.600

Location: Fullerton
 N/S: Western Driveway
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg E Orangethorpe Avenue	South Leg Western Driveway	West Leg E Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	2	0	3	0	5

	North Leg Dead End	East Leg E Orangethorpe Avenue	South Leg Western Driveway	West Leg E Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	3	0	0	0	3
4:45 PM	2	0	1	0	3
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	6	0	2	0	8

Location: Fullerton
 N/S: Western Driveway
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

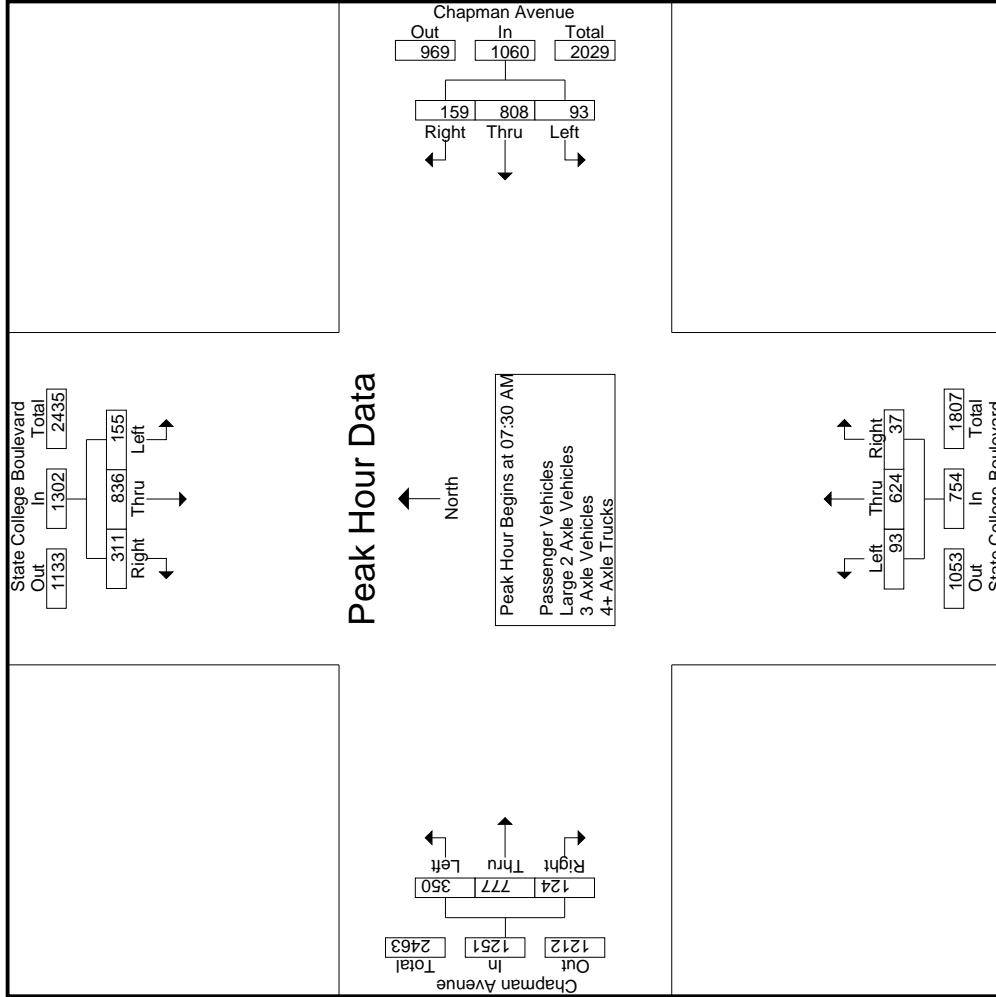
	Southbound Dead End			Westbound E Orangethorpe Avenue			Northbound Western Driveway			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

	Southbound Dead End			Westbound E Orangethorpe Avenue			Northbound Western Driveway			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	1	0	0	0	4	0	7

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	2	0	0	2	0	3	0	0	3	1	1	1	0	3	1	1	1	0	3	1	11	12	12	
07:15 AM	0	3	2	0	5	2	2	1	0	5	0	2	1	0	3	0	1	1	0	3	0	16	16	16	
07:30 AM	1	0	1	0	2	0	0	2	0	2	0	1	0	0	1	0	2	1	0	3	0	8	8	8	
07:45 AM	0	2	0	0	2	0	1	1	0	2	1	2	0	0	3	1	2	0	0	3	0	10	10	10	
Total	1	7	3	0	11	2	6	4	0	12	0	7	3	1	10	3	6	3	0	12	1	45	46	46	
08:00 AM	0	3	3	0	6	2	0	0	0	2	1	2	0	0	3	0	1	0	0	1	0	0	12	12	12
08:15 AM	1	2	1	0	4	1	2	0	0	3	0	3	0	0	3	2	1	0	0	3	0	13	13	13	
08:30 AM	0	2	0	0	2	2	5	1	0	8	0	2	1	0	3	0	2	0	0	2	0	15	15	15	
08:45 AM	0	4	0	0	4	1	2	0	0	3	0	0	2	0	2	2	2	0	0	4	0	13	13	13	
Total	1	11	4	0	16	6	9	1	0	16	1	7	3	0	11	4	6	0	0	10	0	53	53	53	
Grand Total	2	18	7	0	27	8	15	5	0	28	1	14	6	1	21	7	12	3	0	22	1	98	99	99	
Apprch %	7.4	66.7	25.9		28.6	53.6	17.9			28.6	4.8	66.7	28.6		21.4	31.8	54.5	13.6		22.4		1	99	99	
Total %	2	18.4	7.1		27.6	8.2	15.3	5.1		28.6	1	14.3	6.1		21.4	7.1	12.2	3.1		22.4		1	99	99	

3.1-133

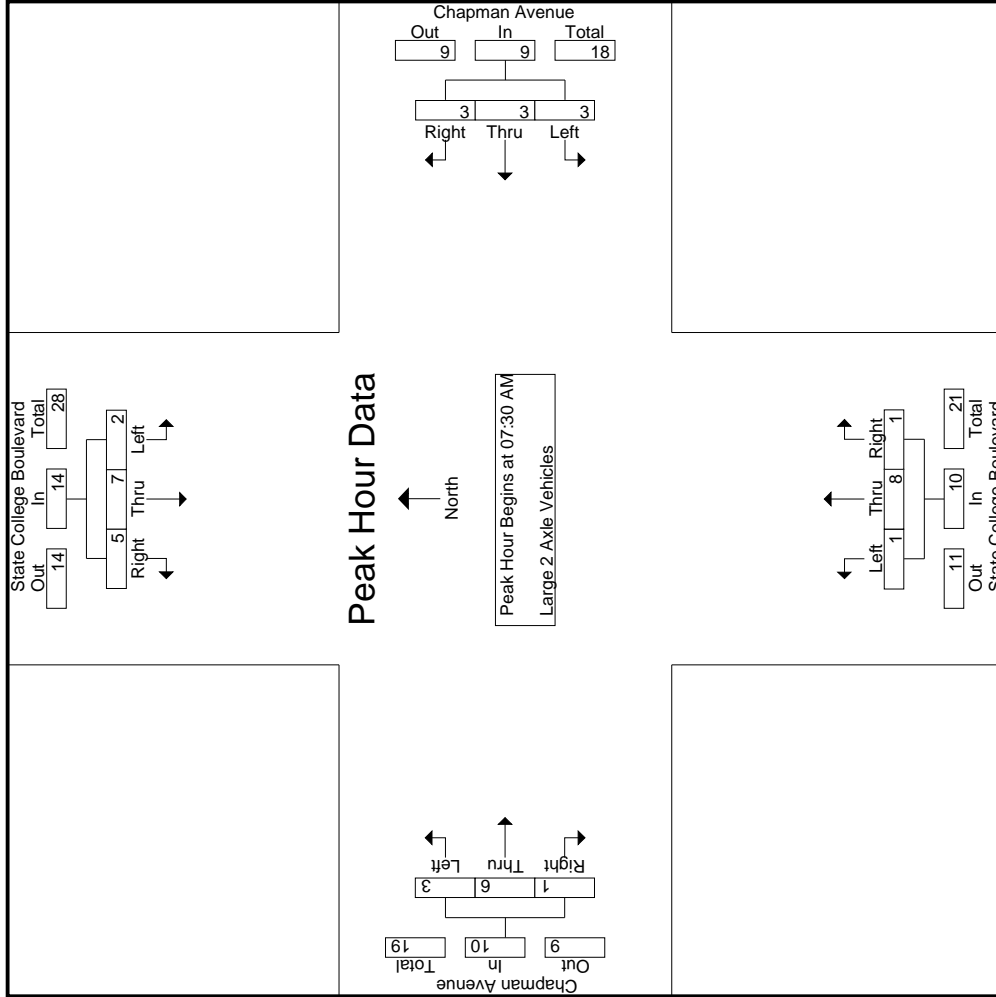
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:30 AM	1	0	0	1	2	0	0	2		2	0	1	0	0	1	0	0	0		1	1	3	3	8
07:45 AM	0	2	0	0	2	0	1	1		2	0	2	1	0	3	1	2	0		2	0	3	3	10
08:00 AM	0	3	0	3	6	2	0	0		2	1	2	0	0	3	0	1	0		1	0	1	1	12
08:15 AM	1	2	1	1	4	1	1	2		3	0	3	0	0	3	2	1	0		1	0	0	3	13
Total Volume	2	7	5	14	14	3	3	9		9	1	8	1	10	10	3	6	1		6	1	10	43	43
% App. Total	14.3	50	35.7		33.3	33.3	33.3	33.3		33.3	10	80	10		25.0	30	60	10		25.0		.833	.827	.827
PHF	.500	.583	.417		.583	.375	.375	.750		.750	.250	.667	.250		.833	.375	.750	.250		.833		.833	.827	.827

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	3	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	3	0	4	4
Total	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	1	2	0	0	3	0	0	10	10
Grand Total	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	1	2	1	0	4	0	0	13	13
Approch %	0	100	0	0	0	0	100	0	0	0	100	0	0	0	0	25	50	25	0	0	0	0	100	100
Total %	0	23.1	0	0	23.1	0	15.4	0	0	15.4	0	30.8	0	0	30.8	7.7	15.4	7.7	0	30.8	0	0	100	100

3.1-135

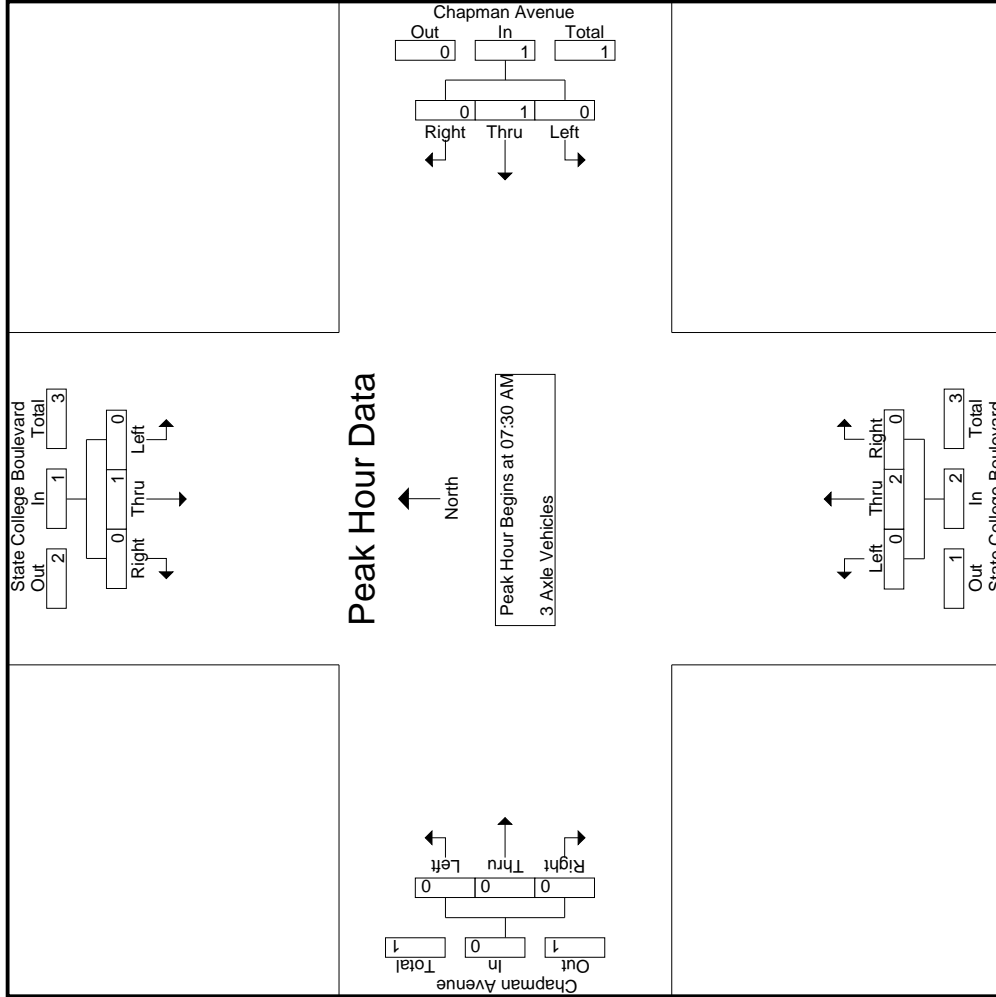
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	5	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	4	4
08:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
08:45 AM	0	1	0	0	1	2	0	0	0	2	1	1	0	0	1	0	6	6
Total	0	5	0	0	5	2	1	0	0	3	0	2	0	0	2	0	14	14
Grand Total	0	7	0	0	7	2	2	0	0	4	0	3	2	0	5	0	19	19
Apprch %	0	100	0	0	36.8	50	50	0	0	21.1	0	60	40	0	26.3	0	100	0
Total %	0	36.8	0	0	36.8	10.5	10.5	0	0	21.1	0	15.8	10.5	0	26.3	0	15.8	0

3.1-137

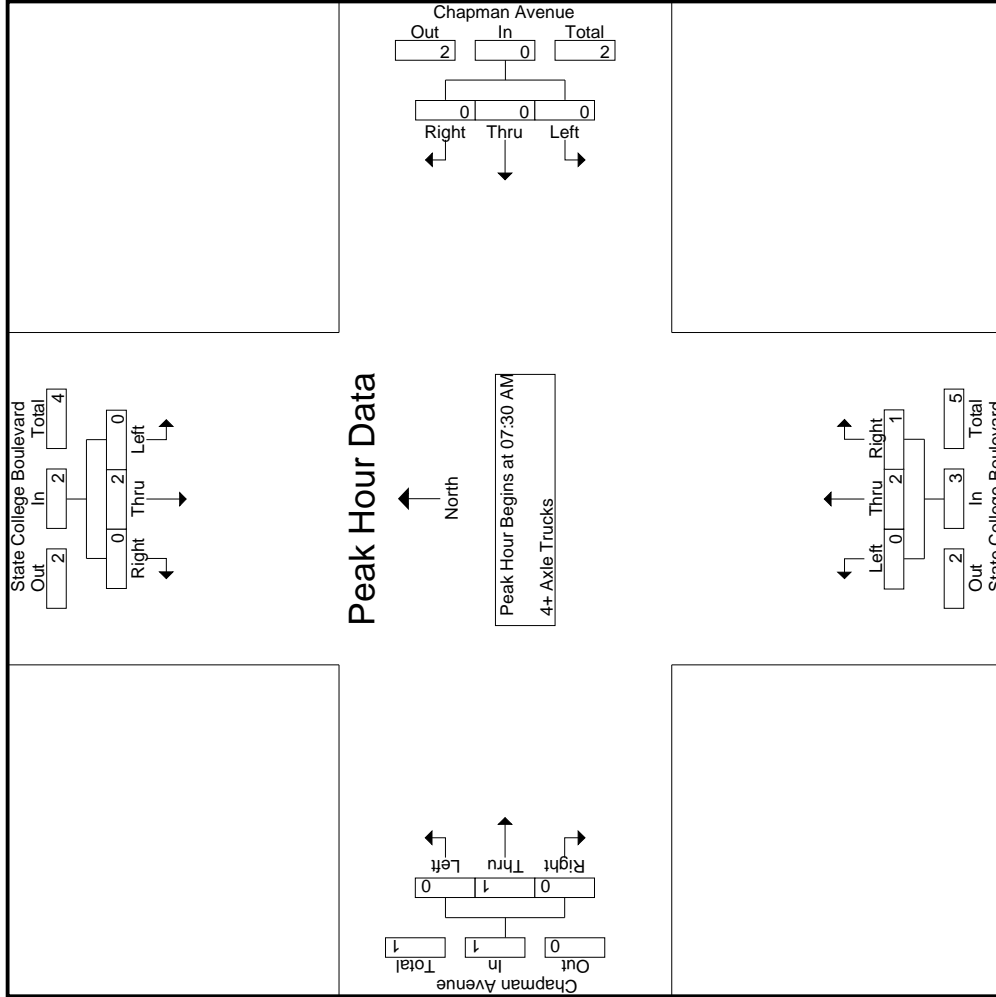
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	1	1
% App. Total	0	100	0	0	50.0	0	0	0	0	0	0	66.7	33.3	0	100	0	100	0
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.500	.250	.000	.250	.000	.250	.375

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

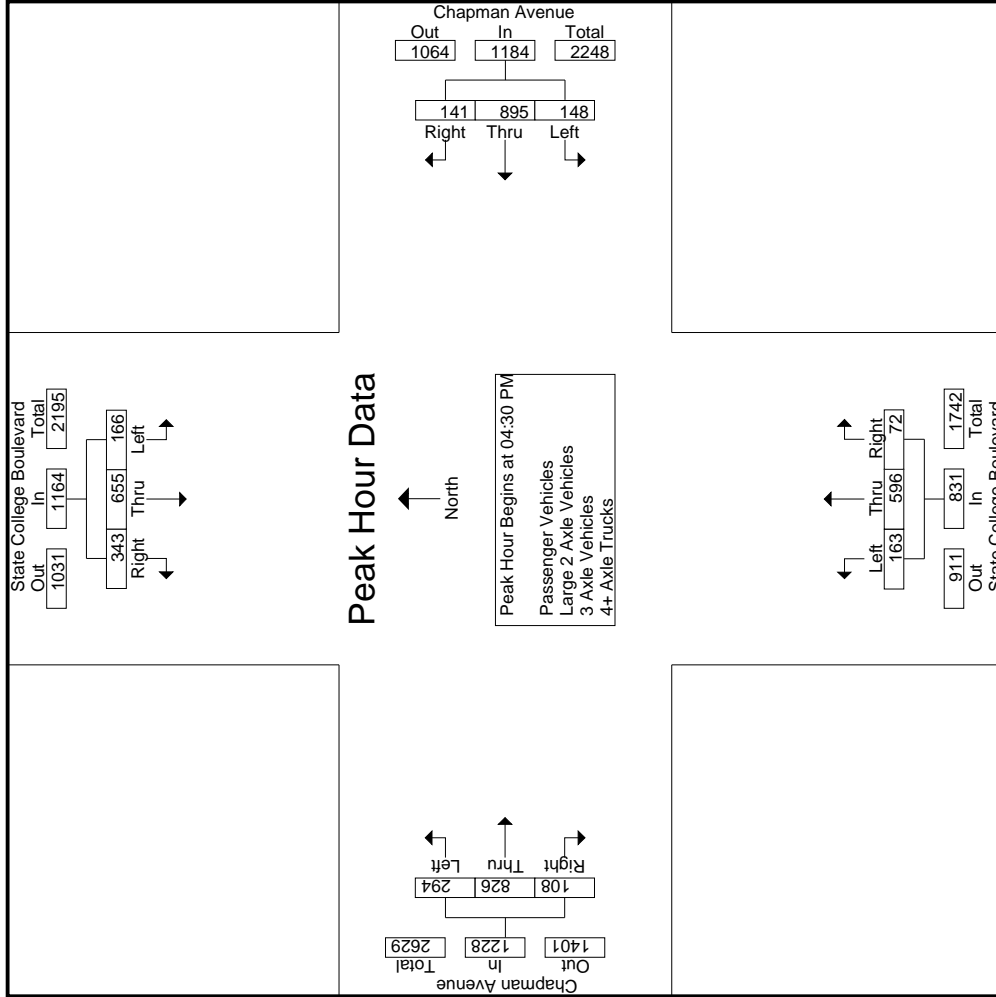
Start Time	State College Boulevard Southbound						Chapman Avenue Westbound						State College Boulevard Northbound						Chapman Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	48	176	91	18	315		35	204	38	12	277		41	142	22	5	205		81	215	43	5	339		40	1136	1176
04:15 PM	35	163	95	14	293		38	231	42	15	311		32	110	17	3	159		63	178	23	3	264		35	1027	1062
04:30 PM	36	147	74	8	257		34	226	35	16	295		37	130	16	8	183		79	227	28	9	334		41	1069	1110
04:45 PM	39	151	89	11	279		34	233	35	10	302		41	154	21	6	216		75	202	31	3	308		30	1105	1135
Total	158	637	349	51	1144		141	894	150	53	1185		151	536	76	22	763		298	822	125	20	1245		146	4337	4483
05:00 PM	34	180	89	9	303		43	209	31	11	283		41	163	19	6	223		67	186	25	7	278		33	1087	1120
05:15 PM	57	177	91	13	325		37	227	40	12	304		44	149	16	5	209		73	211	24	5	308		35	1146	1181
05:30 PM	32	129	94	12	255		38	224	42	15	304		39	121	11	6	171		91	213	21	3	325		36	1055	1091
05:45 PM	35	160	96	19	291		40	212	36	15	288		30	154	23	7	207		84	139	26	4	249		45	1035	1080
Total	158	646	370	53	1174		158	872	149	53	1179		154	587	69	24	810		315	749	96	19	1160		149	4323	4472
Grand Total	316	1283	719	104	2318		299	1766	299	106	2364		305	1123	145	46	1573		613	1571	221	39	2405		295	8660	8955
Approch %	13.6	55.3	31				12.6	74.7	12.6			19.4	71.4	9.2			25.5	65.3	9.2				27.8		3.3	96.7	
Total %	3.6	14.8	8.3		26.8		3.5	20.4	3.5		27.3		3.5	13	1.7		18.2		7.1	18.1	2.6						
Passenger Vehicles	314	1263	715		2396		290	1759	295		2449		302	1106	140		1593		607	1561	214		2421		0	0	8859
Passenger Vehicles	99.4	98.4	99.4	100	98.9		97	99.6	98.7	99.1	99.1		99	98.5	96.6	97.8	98.4		99	99.4	96.8	100	99.1		0	0	98.9
Large 2 Axle Vehicles	2	12	4		18		3	5	4		13		2	11	3		17		6	7	3		16		0	0	64
Large 2 Axle Vehicles	0.6	0.9	0.6	0	0.7		1	0.3	1.3	0.9	0.5		0.7	1	2.1	2.2	1.1		1	0.4	1.4	0	0.7		0	0	0.7
3 Axle Vehicles	0	7	0		7		1	1	0		2		1	4	0		5		0	1	4		5		0	0	19
3 Axle Vehicles	0	0.5	0	0	0.3		0.3	0.1	0	0	0.1		0.3	0.4	0	0	0.3		0	0.1	1.8	0	0.2		0	0	0.2
4+ Axle Trucks	0	1	0		1		5	1	0		6		0	2	2		4		0	2	0		2		0	0	13
4+ Axle Trucks	0	0.1	0	0	0		1.7	0.1	0	0	0.2		0	0.2	1.4	0	0.2		0	0.1	0	0	0.1		0	0	0.1

Start Time	State College Boulevard Southbound						Chapman Avenue Westbound						State College Boulevard Northbound						Chapman Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 04:30 PM																												
04:30 PM	36	147	74		257		34	226	35		295		37	130	16		183		79	227	28		334		28	1069		
04:45 PM	39	151	89		279		34	233	35		302		41	154	21		216		75	202	31		308		31	1105		
05:00 PM	34	180	89		293		38	209	31		283		41	163	19		223		67	186	25		278		25	1087		
05:15 PM	57	177	91		325		37	227	40		304		39	121	11		171		91	213	21		325		36	1055		
Total Volume	166	655	343		1164		148	895	141		1184		163	596	72		831		294	826	108		1228		108	4407		
% App. Total	14.3	56.3	29.5				12.5	75.6	11.9				19.6	71.7	8.7				23.9	67.3	8.8				8.8			
PHF	.728	.910	.942		.895		.860	.960	.881		.974		.926	.914	.857		.932		.930	.910	.871		.919		.919		.961	

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total						
04:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	0	0	8	8
04:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	2	1	2	0	1	0	0	3	1	0	8	9
04:30 PM	1	3	2	0	6	0	3	1	1	4	0	1	0	0	1	2	0	0	2	2	1	0	13	14
04:45 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	0	0	7	7
Total	1	10	2	0	13	0	3	3	1	6	1	5	2	1	8	4	3	2	0	9	2	0	36	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	0	0	5	5
05:15 PM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	2	1	0	3	0	0	7	7
05:30 PM	0	1	2	0	3	1	2	1	0	4	1	1	0	0	2	2	0	0	0	2	0	0	11	11
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	3	3
Total	1	2	2	0	5	3	2	1	0	6	1	6	1	0	8	2	4	1	0	7	0	0	26	26
Grand Total	2	12	4	0	18	3	5	4	1	12	2	11	3	1	16	6	7	3	0	16	2	0	62	64
Approch %	11.1	66.7	22.2			25	41.7	33.3		19.4	12.5	68.8	18.8		25.8	37.5	43.8	18.8		25.8	3.1		96.9	
Total %	3.2	19.4	6.5		29	4.8	8.1	6.5			3.2	17.7	4.8			9.7	11.3	4.8						

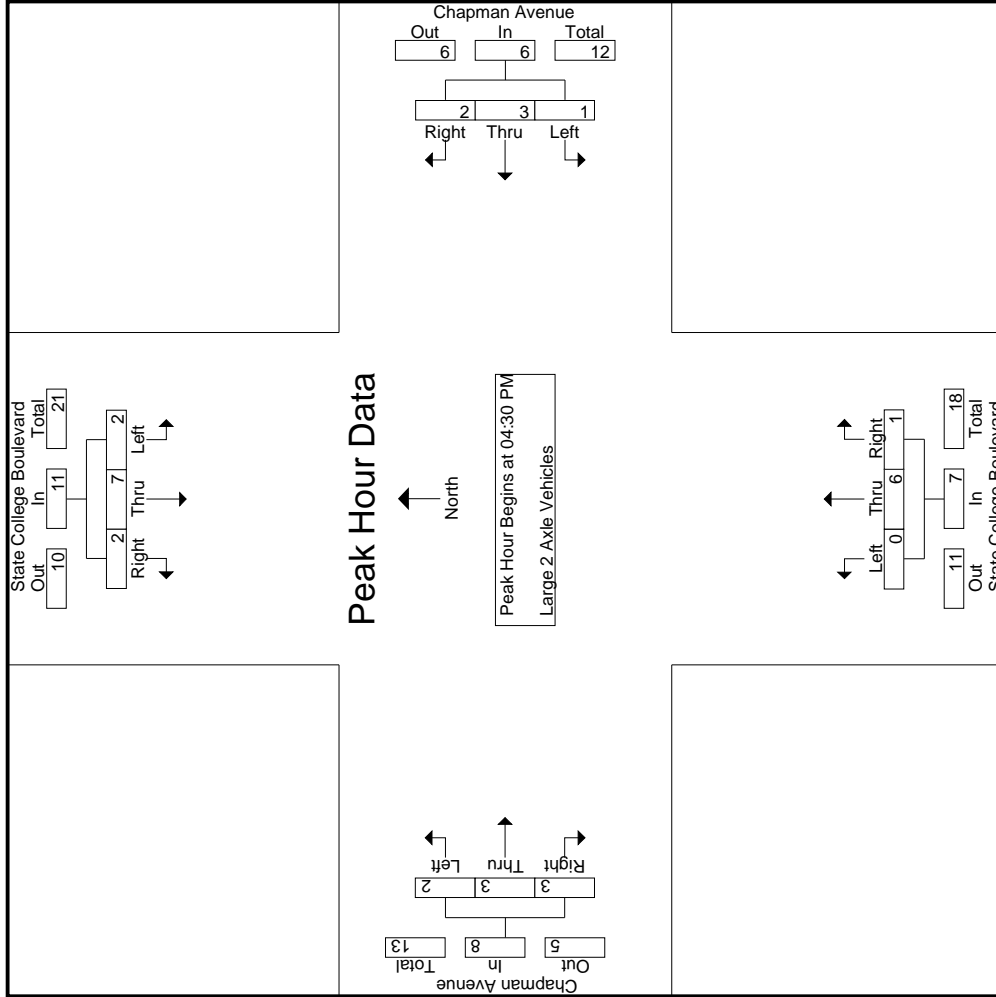
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total						
04:30 PM	1	3	2		6	0	3	1		4	0	1	0		1	0	0		0	0	0	2	2	13
04:45 PM	0	3	0		3	0	0	1		1	0	0	0		1	0	0		0	0	2	2	7	7
05:00 PM	0	0	0		0	0	0	0		0	0	0	0		0	0	0		0	0	0	1	5	5
05:15 PM	1	1	0		2	1	0	1		1	0	0	0		1	0	1		0	2	1	0	3	7
Total Volume	2	7	2		11	1	3	2		6	0	6	1		7	2	3		3	3	8	8	32	32
% App. Total	18.2	63.6	18.2		18.2	16.7	50	33.3		37.5	0	85.7	14.3		37.5	37.5	37.5		37.5	37.5	37.5	37.5	32	615
PHF	.500	.583	.250		.458	.250	.250	.500		.375	.000	.500	.250		.438	.250	.375		.375	.667	.667	.667	.615	.615

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	2	0	0	2	1	0	0	0	1	0	3	0	0	2	0	8	8
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
Total	0	5	0	0	5	0	1	0	0	1	1	0	0	0	3	0	11	11
Grand Total	0	7	0	0	7	1	1	0	0	2	1	4	0	0	1	4	0	19
Approch %	0	100	0	0	36.8	5.3	5.3	0	0	10.5	20	80	0	0	20	80	0	100
Total %	0	36.8	0	0	36.8	5.3	5.3	0	0	10.5	5.3	21.1	0	0	26.3	21.1	0	100

3.1-143

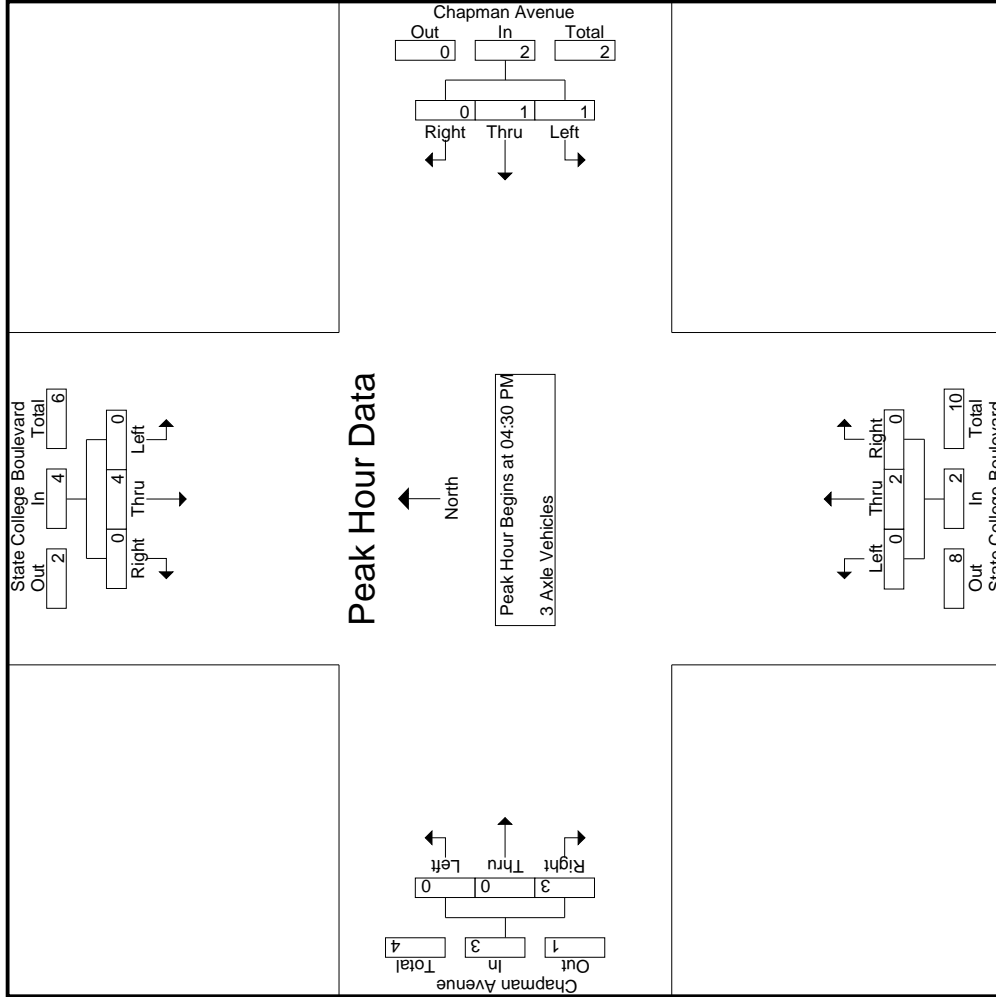
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	0	3	3
Total Volume	0	100	0	0	100	50	50	0	0	100	0	100	0	0	0	100	0	100
% App. Total	.000	.500	.000	.000	.500	.250	.250	.000	.000	.500	.000	.500	.000	.000	.000	.750	.750	.688
PHF																		

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 08_FLN_STC_Chap PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2
Total	0	1	0	0	4	3	1	0	0	4	0	1	0	0	1	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	4
Grand Total	0	1	0	0	1	5	1	0	0	6	0	2	2	0	4	0	0	13
Approch %	0	100	0	0	83.3	16.7	0	0	0	50	50	0	100	0	15.4	0	0	100
Total %	0	7.7	0	0	7.7	38.5	7.7	0	0	46.2	0	15.4	15.4	0	30.8	0	0	100

3.1-145

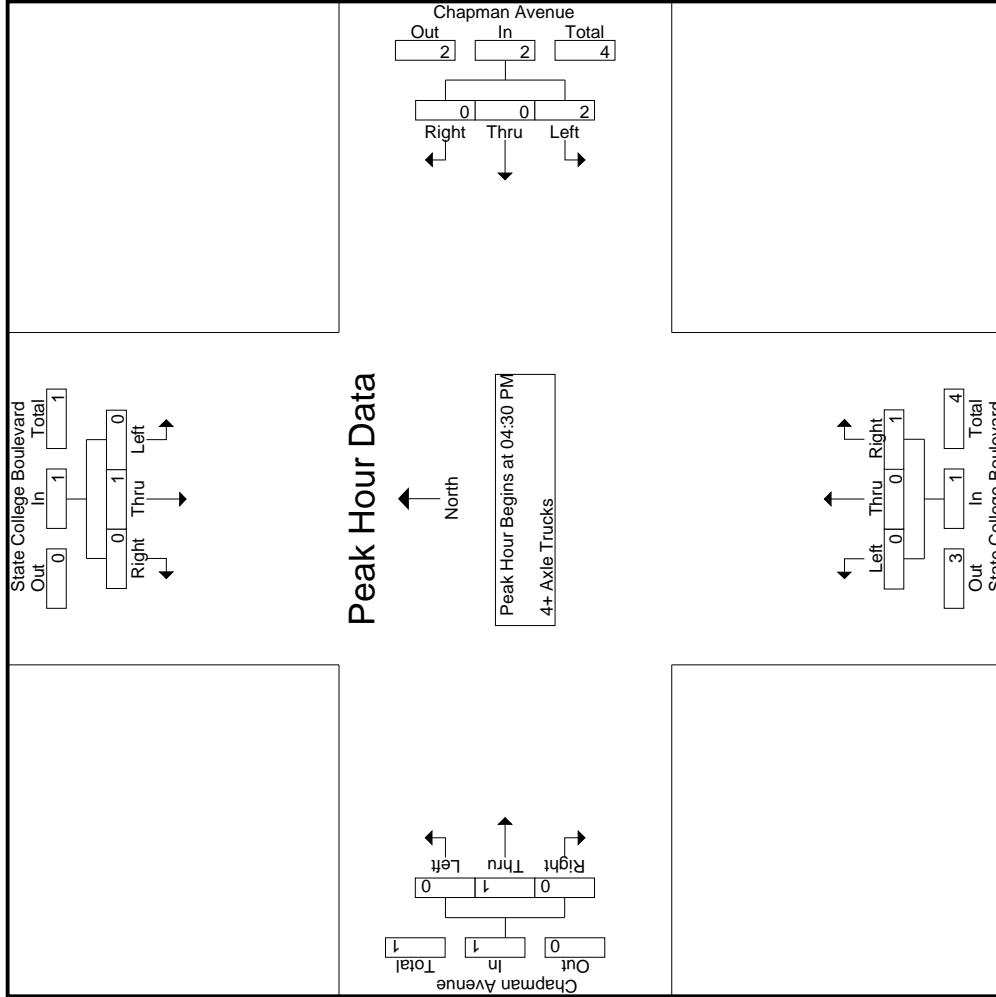
Start Time	State College Boulevard Southbound				Chapman Avenue Westbound				State College Boulevard Northbound				Chapman Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	2	0	0	0	2	0	0	1	0	1	0	0	1
% App. Total	0	100	0	0	100	0	0	0	0	100	0	0	100	0	100	0	0	100
PHF	.000	.250	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.250	.000	.250	.000	.250	.417

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue
 Weather: Clear

File Name : 08_FLN_STC_Chap PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg Chapman Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Chapman Avenue Pedestrians	
7:00 AM	4	0	0	1	5
7:15 AM	5	0	1	4	10
7:30 AM	2	2	3	10	17
7:45 AM	7	5	4	12	28
8:00 AM	3	2	3	6	14
8:15 AM	2	1	2	0	5
8:30 AM	2	0	0	2	4
8:45 AM	2	2	0	4	8
TOTAL VOLUMES:	27	12	13	39	91

	North Leg State College Boulevard Pedestrians	East Leg Chapman Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Chapman Avenue Pedestrians	
4:00 PM	8	2	4	9	23
4:15 PM	10	2	5	10	27
4:30 PM	13	2	2	5	22
4:45 PM	5	8	4	6	23
5:00 PM	5	6	4	5	20
5:15 PM	7	4	2	9	22
5:30 PM	9	4	3	3	19
5:45 PM	8	3	1	4	16
TOTAL VOLUMES:	65	31	25	51	172

Location: Fullerton
 N/S: State College Boulevard
 E/W: Chapman Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

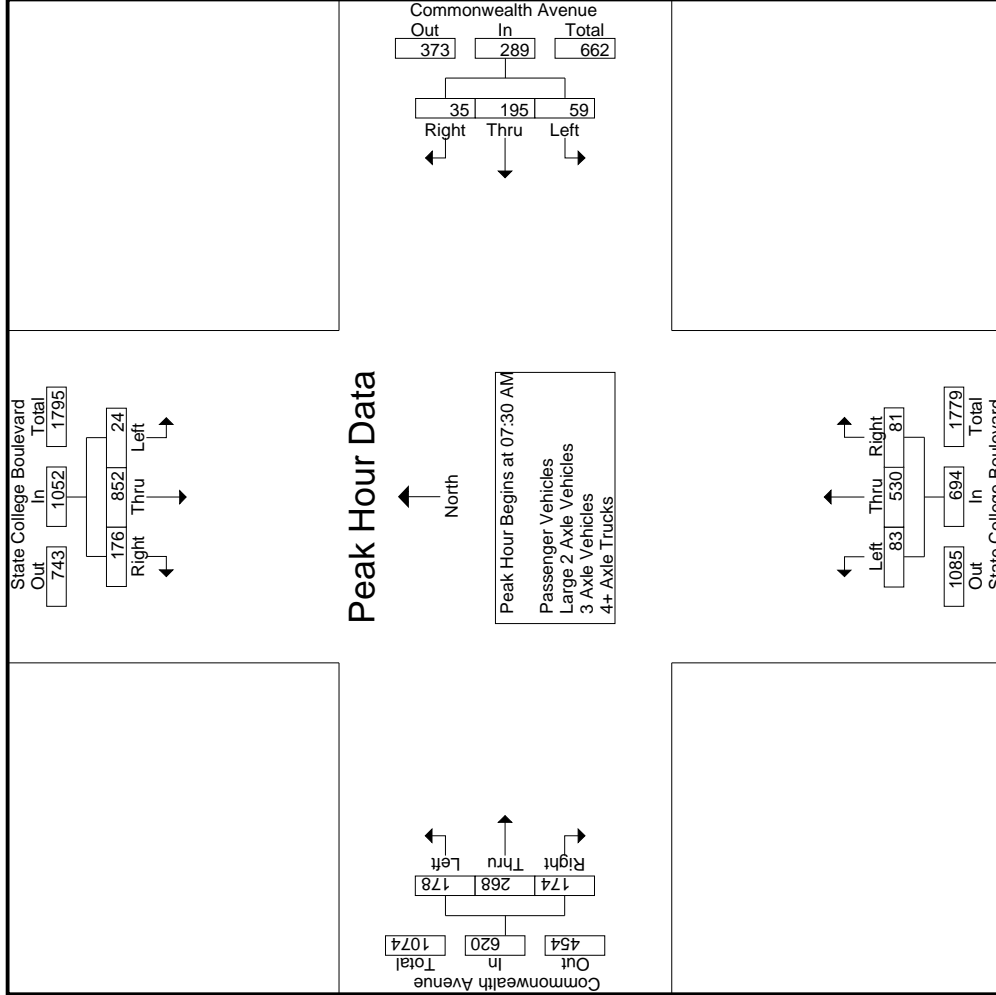
	Southbound State College Boulevard			Westbound Chapman Avenue			Northbound State College Boulevard			Eastbound Chapman Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	1	0	0	0	2

	Southbound State College Boulevard			Westbound Chapman Avenue			Northbound State College Boulevard			Eastbound Chapman Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 09_FLN_STC_Cor AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound						Commonwealth Avenue Westbound						State College Boulevard Northbound						Commonwealth Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	32.6						15.1						27.9						24.4					
07:00 AM	0	2	0	0	2	0	0	1	0	0	1	0	4	0	2	0	0	4	0	2	0	0	2	0
07:15 AM	0	6	0	0	6	1	1	0	0	2	2	4	4	1	1	0	0	4	0	1	0	0	2	0
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	0	1	0	2	0	0	2	0
07:45 AM	0	3	1	0	4	0	0	0	0	0	2	3	3	2	2	0	0	3	2	2	0	0	4	0
Total	0	11	1	0	12	1	5	0	0	6	4	8	12	3	7	0	0	10	0	0	0	0	10	0
08:00 AM	1	2	2	0	5	1	2	0	0	3	0	2	3	1	3	0	0	4	0	2	0	0	4	0
08:15 AM	0	1	1	0	2	0	1	1	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	1	0	4	0	0	1	1	1	1	3	5	2	2	0	0	4	1	2	0	0	4	1
08:45 AM	0	5	0	0	5	0	1	0	0	1	1	1	2	0	1	2	0	3	0	2	0	0	3	0
Total	1	11	4	0	16	1	4	2	1	7	2	8	12	3	6	2	0	11	1	1	2	0	11	1
Grand Total	1	22	5	0	28	2	9	2	1	13	6	16	24	6	13	2	0	21	1	1	2	0	21	1
Apprch %	3.6	78.6	17.9			15.4	69.2	15.4		25	66.7	8.3	28.6	61.9	9.5		24.4	1.1	1.1	2.3		24.4	1.1	
Total %	1.2	25.6	5.8		32.6	2.3	10.5	2.3		15.1	7	18.6	27.9	7	15.1	2.3		98.9	1.1	98.9		24.4	1.1	

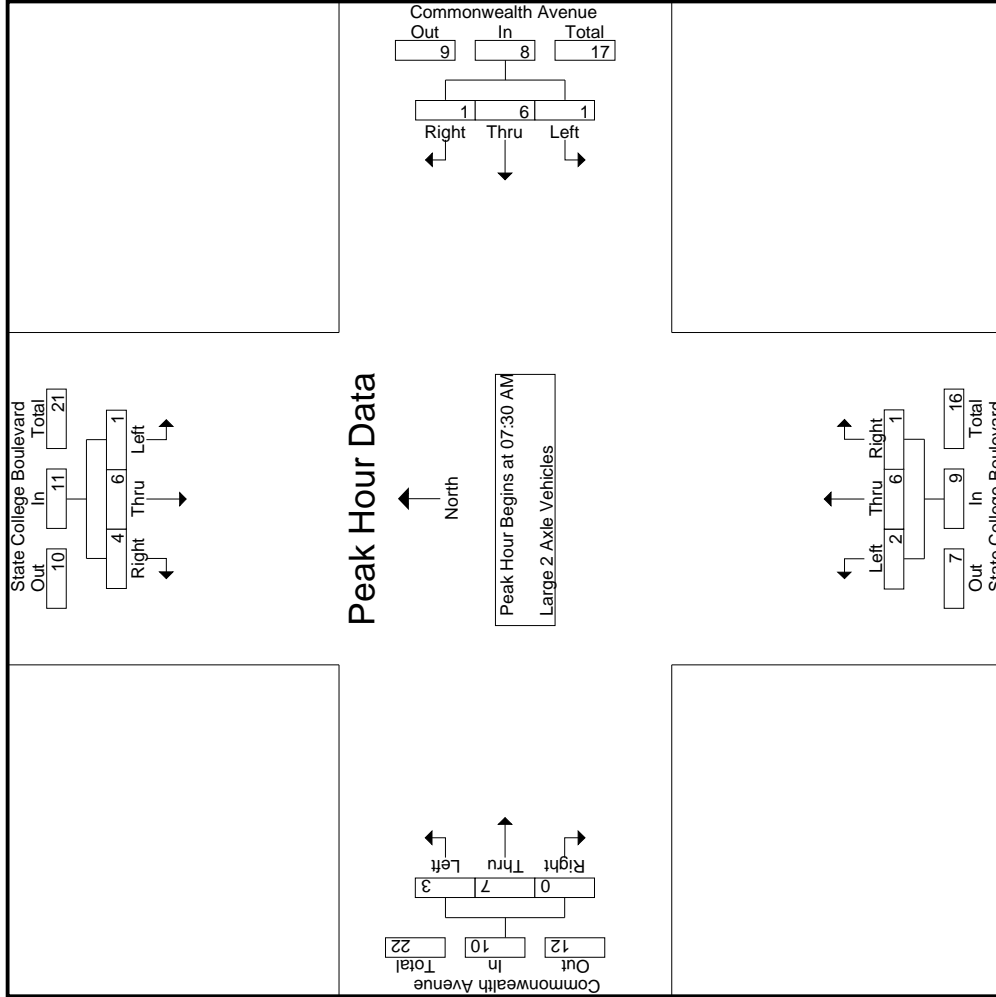
Start Time	State College Boulevard Southbound						Commonwealth Avenue Westbound						State College Boulevard Northbound						Commonwealth Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	.550						.250						.750						.625					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	2	2	0	5	0	1	2	0	3	0	2	1	1	3	0	0	4	0	2	0	0	4	0
08:15 AM	0	1	1	0	2	0	0	1	1	1	1	2	2	0	2	0	0	0	0	0	0	0	0	0
Total Volume	1	6	4		11		12.5	75		12.5	6	11	11.1	3	7		10		3	7		10		
% App. Total	9.1	54.5	36.4		36.4		12.5	75		12.5	66.7	11.1	28.6	61.9	9.5		24.4	1.1	1.1	2.3		24.4	1.1	
PHF	.250	.500	.500		.550		.250	.500		.250	.750	.250	.750	.375	.583		.625		.375	.583		.625	.633	

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



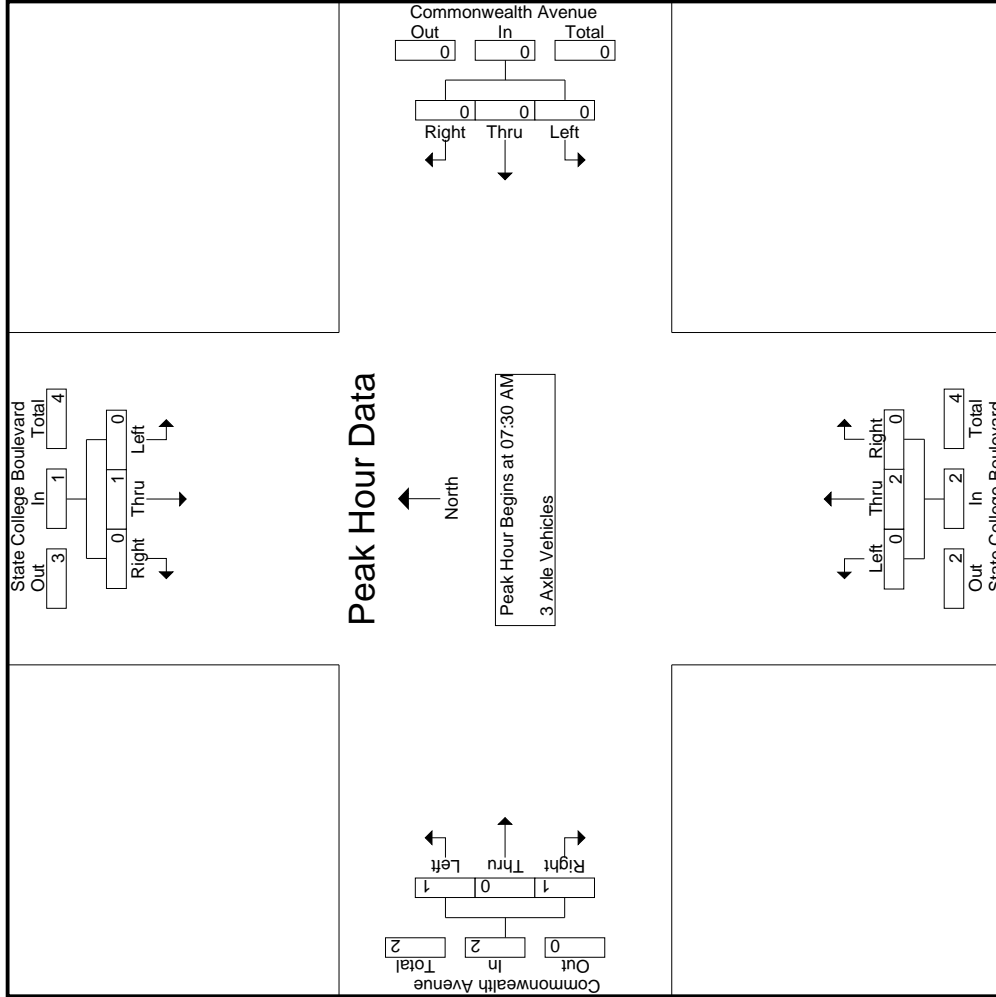
Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound						Commonwealth Avenue Westbound						State College Boulevard Northbound						Commonwealth Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total						
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total						
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	1	0	3	0	0	0	0	0	0	0
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	33.3	33.3	33.3	0	30	0	0	0	0	0	0	0
Total %	0	40	0	0	40	0	0	0	0	0	0	0	30	30	0	0	30	0	10	10	10	0	30	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.250	.250	.000	.500	.417	.500	.500	.500	.000	.500	.417

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Corn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

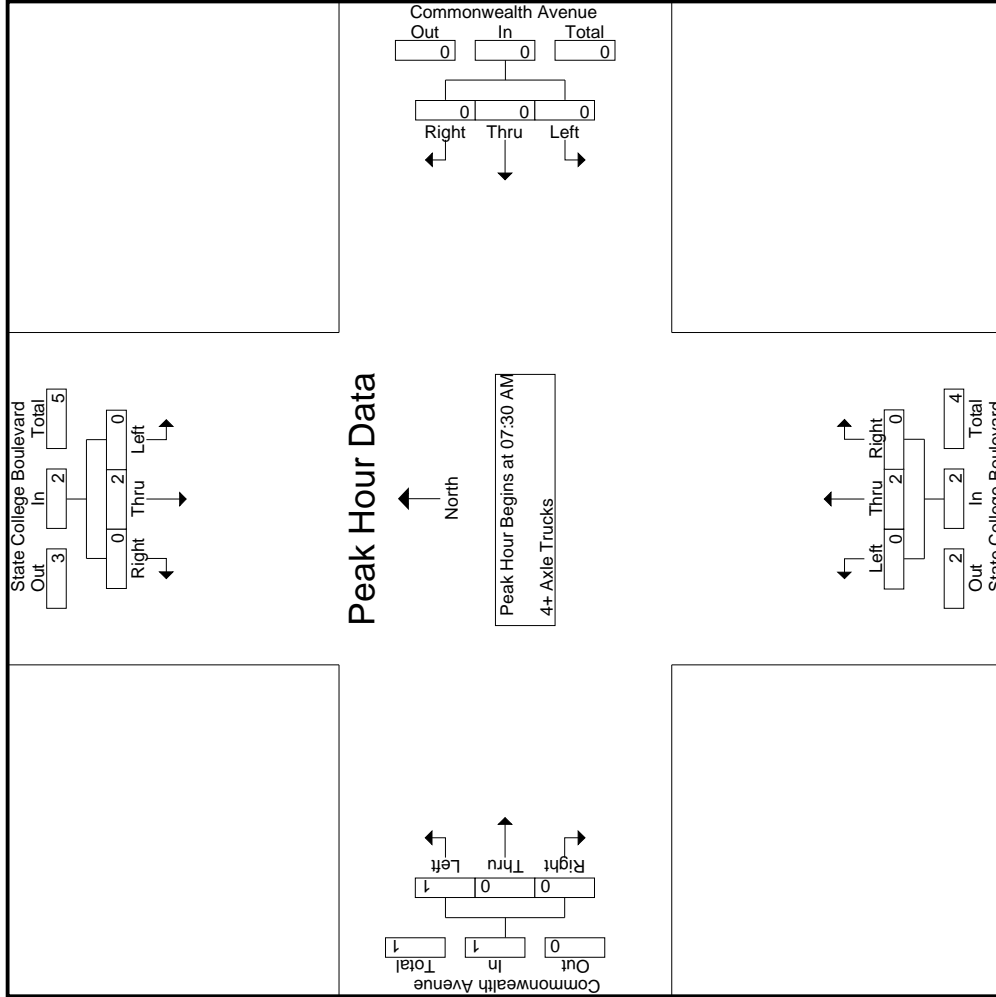
Start Time	State College Boulevard Southbound						Commonwealth Avenue Westbound						State College Boulevard Northbound						Commonwealth Avenue Eastbound																		
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right								
		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR		App. Total		RTOR					
07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0				
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
08:45 AM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
Total	1	6	0	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0				
Grand Total	1	8	0	0	0	9	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0				
Apprch %	11.1	88.9	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0				
Total %	6.7	53.3	0	0	0	60	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	100				
	3.1-155																																				
	State College Boulevard Southbound						Commonwealth Avenue Westbound						State College Boulevard Northbound						Commonwealth Avenue Eastbound																		
Start Time	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.000	.000	.250	.000	.000	.250	.313		

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Corn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



	Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																							
	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	197	49	3	249	16	70	2	0	88	36	149	16	0	201	36	62	26	9	124	12	662	674	
04:15 PM	11	162	48	4	221	18	52	3	0	73	35	136	14	1	185	44	61	29	7	134	12	613	625	
04:30 PM	10	146	41	2	197	12	55	3	0	70	49	155	21	1	225	43	72	32	12	147	15	639	654	
04:45 PM	7	153	52	1	212	11	54	0	0	65	44	144	14	1	202	41	60	27	12	128	14	607	621	
Total	31	658	190	10	879	57	231	8	0	296	164	584	65	3	813	164	255	114	40	533	53	2521	2574	
05:00 PM	12	168	63	3	243	28	68	4	0	100	38	184	33	0	255	40	82	40	14	162	17	760	777	
05:15 PM	14	160	70	3	244	25	83	13	2	121	41	154	25	4	220	49	72	35	17	156	26	741	767	
05:30 PM	12	138	54	3	204	31	74	5	1	110	33	153	23	2	209	30	58	26	16	114	22	637	659	
05:45 PM	10	148	71	2	229	16	66	3	0	85	35	165	17	0	217	59	70	33	11	162	13	693	706	
Total	48	614	258	11	920	100	291	25	3	416	147	656	98	6	901	178	282	134	58	594	78	2831	2909	
Grand Total	79	1272	448	21	1799	157	522	33	3	712	311	1240	163	9	1714	342	537	248	98	1127	131	5352	5483	
Approch %	4.4	70.7	24.9			22.1	73.3	4.6		13.3	5.8	23.2	3		32	6.4	10	4.6		21.1	2.4	97.6		
Total %	78	1240	444	100	1783	153	509	31	100	97.3	307	1222	163	100	98.7	338	529	244	99	1208	0	0	5388	
Passenger Vehicles	98.7	97.5	99.1	100	98	97.5	97.5	93.9	100	97.3	98.7	98.5	100	100	98.7	98.8	98.5	98.4	99	98.6	0	0	98.3	
Large 2 Axle Vehicles	1.3	1.3	0.2	0	1	1.3	2.1	6.1	0	2.1	1	10	0	0	0.6	1.2	1.3	1.2	1	1.2	0	0	60	
3 Axle Vehicles	0	12	0	0	12	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	18	
% 3 Axle Vehicles	0	0.9	0	0	0.7	0	0.4	0	0	0.3	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0.3	
4+ Axle Trucks	0	3	3	0	6	2	0	0	0	2	3	4	0	0	7	0	1	1	0	2	0	0	17	
% 4+ Axle Trucks	0	0.2	0.7	0	0.3	1.3	0	0	0	0.3	1	0.3	0	0	0.4	0	0.2	0.4	0	0.2	0	0	0.3	
Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total
05:00 PM	12	168	63	3	243	28	68	4	0	100	38	184	33	0	255	40	82	40	14	162	17	760	777	760
05:15 PM	14	160	70	3	244	25	83	13	2	121	41	154	25	4	220	49	72	35	17	156	26	741	767	741
05:30 PM	12	138	54	3	204	31	74	5	1	110	33	153	23	2	209	30	58	26	16	114	22	637	659	637
05:45 PM	10	148	71	2	229	16	66	3	0	85	35	165	17	0	217	59	70	33	11	162	13	693	706	693
Total Volume	48	614	258	11	920	100	291	25	3	416	147	656	98	6	901	178	282	134	58	594	78	2831	2831	
% App. Total	5.2	66.7	28			24	70	6		16.3	72.8	10.9			10.9	30	47.5	22.6		22.6		.917	.931	
PHF	.857	.914	.908			.806	.877	.481		.860	.896	.891	.742		.883	.754	.860	.838		.917		.917		

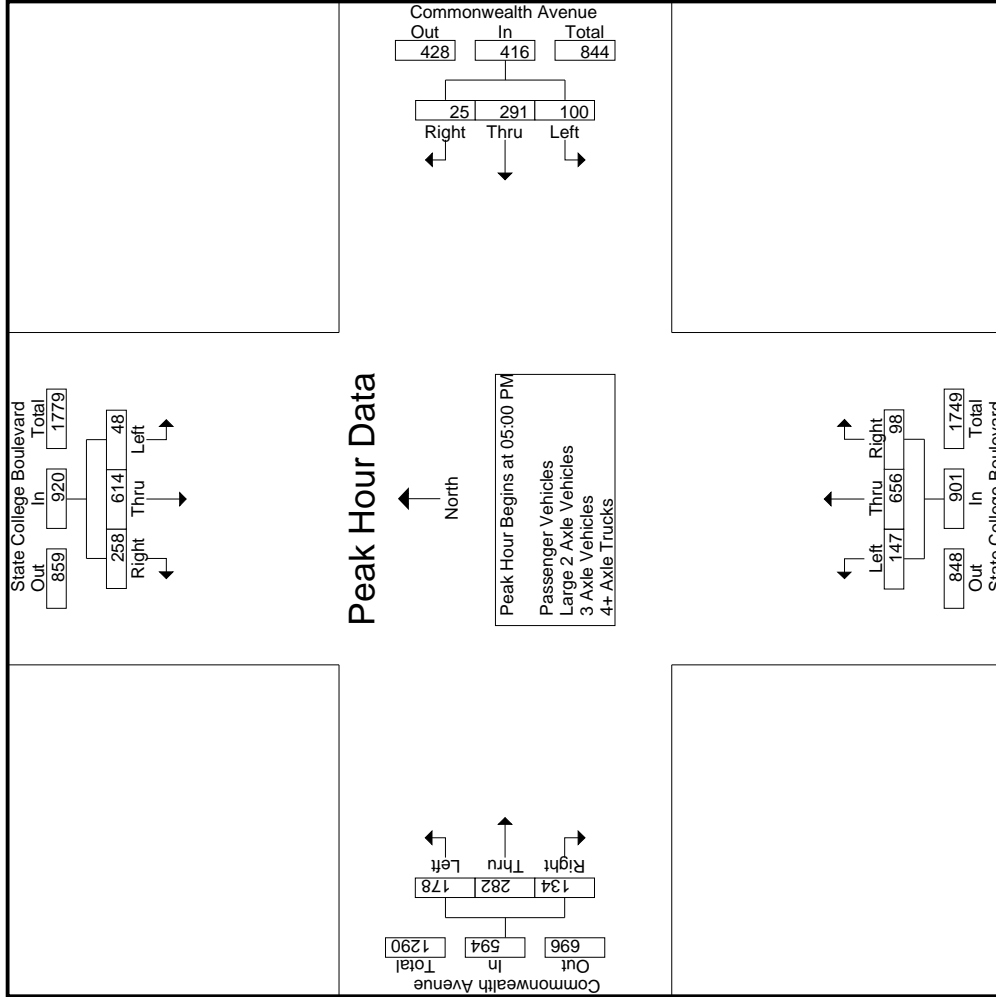
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	2	0	0	0	2	0	7	7	7
04:15 PM	0	1	1	0	2	0	1	1	0	2	0	3	0	0	3	0	2	0	0	2	0	9	9	9
04:30 PM	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	7	7	7
04:45 PM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	9	9	9
Total	1	8	1	0	10	1	7	1	0	9	1	4	0	0	5	3	5	0	0	8	0	32	32	32
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	1	1	2	1	6	7	7
05:15 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	7	7	7
05:30 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	6	6	6
05:45 PM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	1	1	0	2	0	8	8	8
Total	0	9	0	0	9	1	4	1	0	6	0	6	0	0	6	1	2	3	1	6	1	27	28	28
Grand Total	1	17	1	0	19	2	11	2	0	15	1	10	0	0	11	4	7	3	1	14	1	59	60	60
Approch %	5.3	89.5	5.3			13.3	73.3	13.3		25.4	9.1	90.9	0		18.6	28.6	50	21.4		23.7	1.7	98.3		
Total %	1.7	28.8	1.7		32.2	3.4	18.6	3.4			1.7	16.9	0			6.8	11.9	5.1						

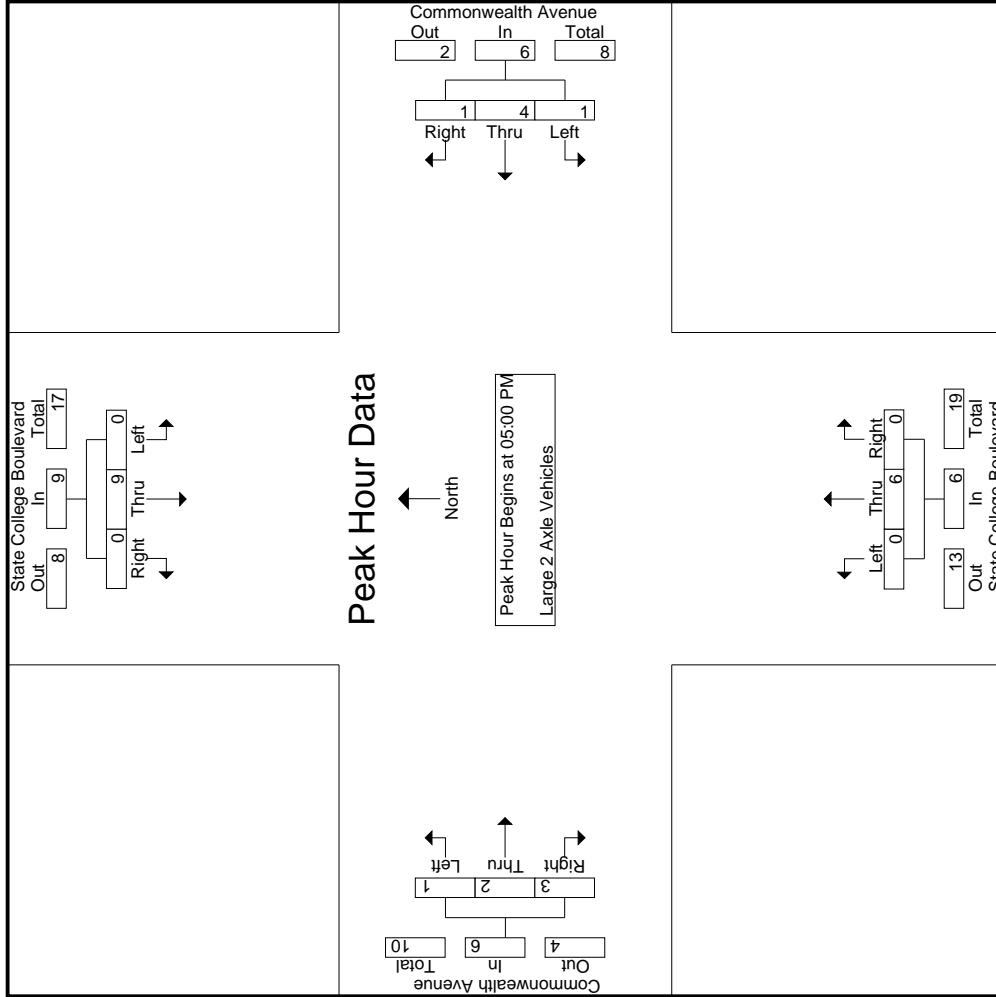
Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
05:00 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	2	2
05:15 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	1	1
05:30 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	1
05:45 PM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	1	1	0	2	0	0	1	1
Total Volume	0	9	0	0	9	1	4	1	0	6	0	6	0	0	6	1	2	3	1	3	0	6	6	6
% App. Total	0	100	0			16.7	66.7	16.7			0	100	0			16.7	33.3	50			50			
PHF	.000	.750	.000		.750	.250	1.00	.250		.750	.000	.500	.000		.500	.250	.500	.750		.750		.750		.844

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4	4
Total	0	6	0	0	6	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	0	9	9	9
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	2
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	9	9	9
Grand Total	0	12	0	0	12	0	2	0	0	2	4	4	0	0	4	0	0	0	0	0	0	18	18	18
Approch %	0	100	0	0	66.7	0	100	0	0	11.1	0	100	0	0	22.2	0	0	0	0	0	0	100	100	100
Total %	0	66.7	0	0	66.7	0	11.1	0	0	11.1	0	22.2	0	0	22.2	0	0	0	0	0	0	100	100	100

3.1-161

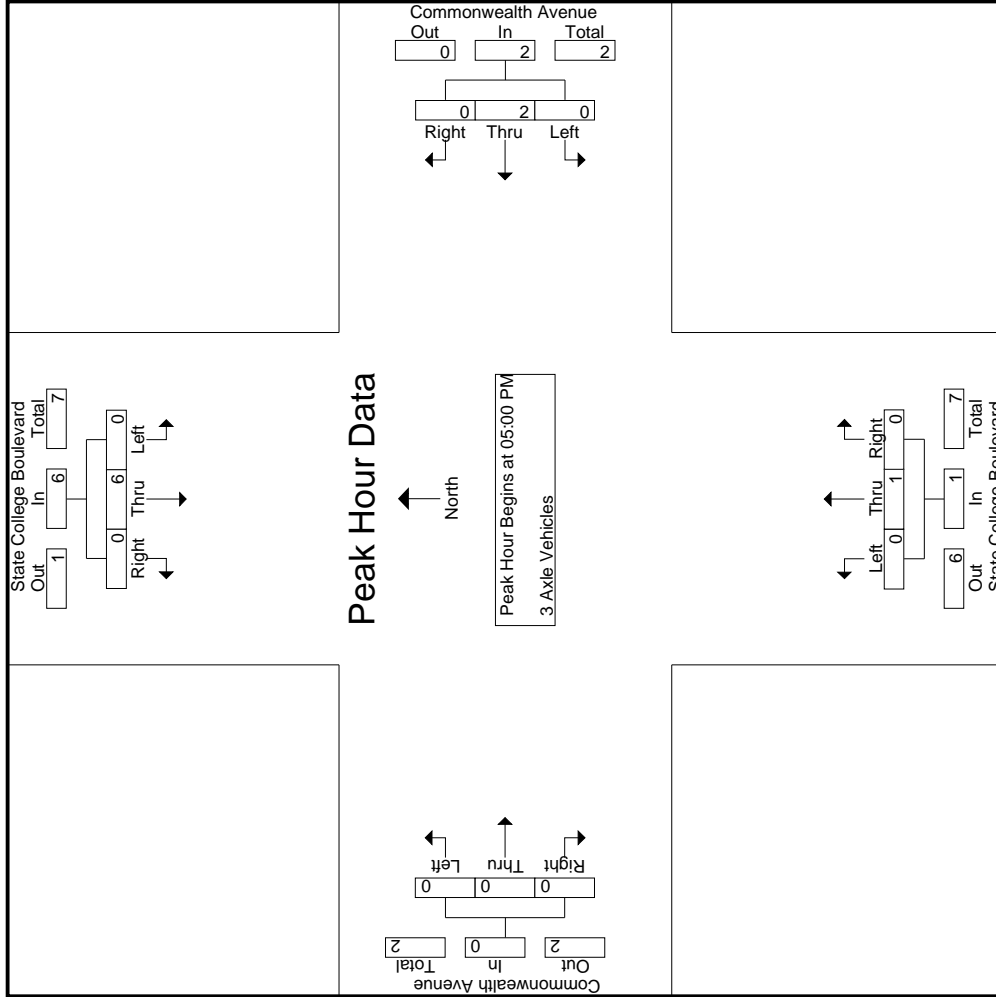
Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	66.7	0	100	0	0	11.1	0	100	0	0	22.2	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.000	.500	.000	.500	.000	.000	.500	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.750

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Com PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:00 PM	0	0	0		0	0	0	0		0	1	1	0		2	0	0	0		0
04:15 PM	0	0	1		1	0	0	0		0	0	0	0		0	0	0	0		0
04:30 PM	0	2	0		2	0	0	0		0	1	1	0		2	0	0	1		1
04:45 PM	0	0	0		0	0	0	0		0	1	0	0		1	0	0	0		0
Total	0	2	1		3	1	0	0		1	3	2	0		5	0	0	1		1
05:00 PM	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
05:15 PM	0	1	0		1	0	0	0		0	0	0	0		0	0	1	0		1
05:30 PM	0	0	1		1	0	0	0		0	2	0	0		2	0	0	0		0
05:45 PM	0	0	1		1	0	0	0		0	0	0	0		0	0	0	0		0
Total	0	1	2		3	1	0	0		1	2	0	0		2	0	1	0		1
Grand Total	0	3	3		6	2	0	0		2	3	4	0		7	0	1	1		2
Approch %	0	50	50		100	0	0	0		0	42.9	57.1	0		41.2	0	50	50		11.8
Total %	0	17.6	17.6		35.3	0	0	0		0	17.6	23.5	0		41.2	0	5.9	5.9		11.8

3.1-163

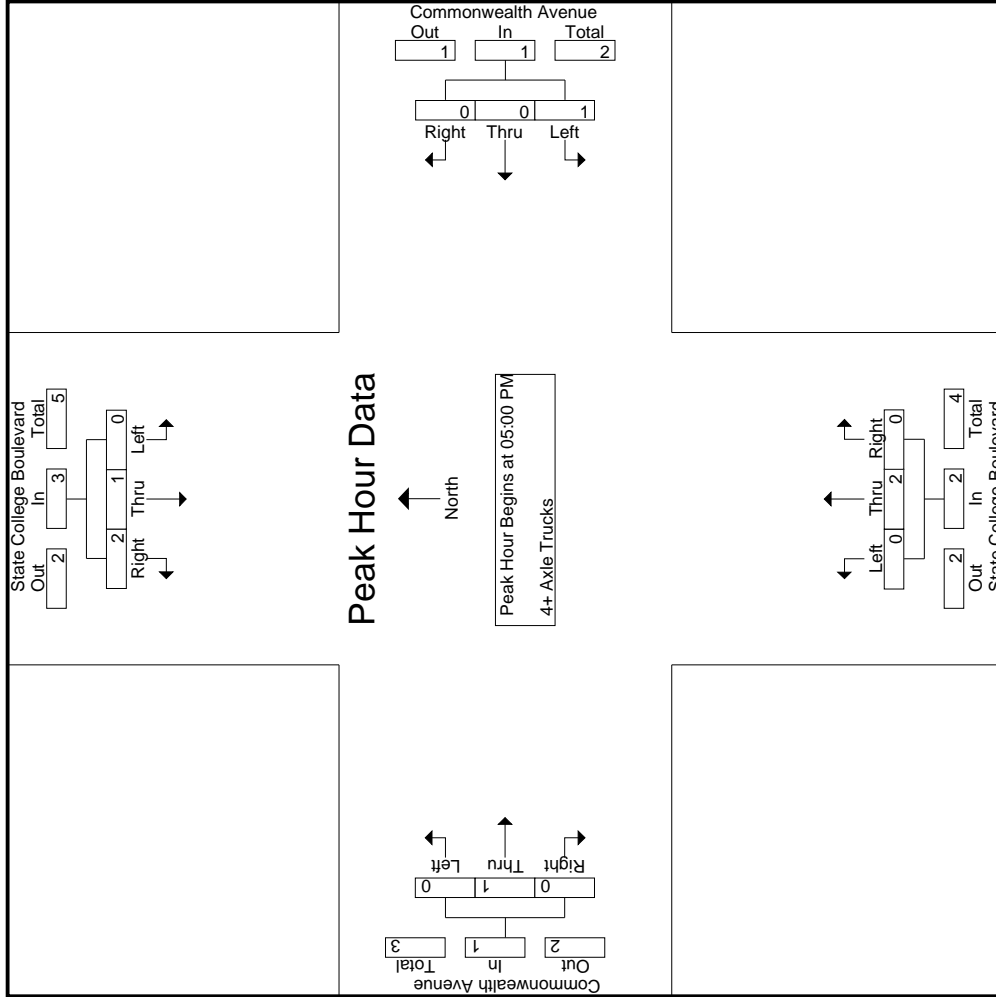
Start Time	State College Boulevard Southbound					Commonwealth Avenue Westbound					State College Boulevard Northbound					Commonwealth Avenue Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
05:00 PM	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
05:15 PM	0	1	0		1	0	0	0		0	0	0	0		0	0	0	0		0
05:30 PM	0	0	1		1	1	0	0		1	0	2	0		2	0	0	0		0
05:45 PM	0	0	1		1	0	0	0		0	0	0	0		0	0	0	0		0
Total Volume	0	1	2		3	1	0	0		1	0	2	0		2	0	1	0		1
% App. Total	0	33.3	66.7		66.7	100	0	0		100	0	100	0		100	0	100	0		100
PHF	.000	.250	.500		.750	.250	.000	.000		.250	.000	.250	.000		.250	.000	.250	.000		.250

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue
 Weather: Clear

File Name : 09_FLN_STC_Cor PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg Commonwealth Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Commonwealth Avenue Pedestrians	
7:00 AM	0	2	1	0	3
7:15 AM	1	0	0	0	1
7:30 AM	3	0	0	6	9
7:45 AM	4	5	7	7	23
8:00 AM	0	0	1	1	2
8:15 AM	0	2	2	3	7
8:30 AM	0	0	2	2	4
8:45 AM	0	1	2	1	4
TOTAL VOLUMES:	8	10	15	20	53

	North Leg State College Boulevard Pedestrians	East Leg Commonwealth Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Commonwealth Avenue Pedestrians	
4:00 PM	1	0	1	6	8
4:15 PM	0	0	0	2	2
4:30 PM	1	1	0	0	2
4:45 PM	3	1	2	4	10
5:00 PM	3	1	0	3	7
5:15 PM	1	0	0	1	2
5:30 PM	1	2	1	0	4
5:45 PM	0	0	1	1	2
TOTAL VOLUMES:	10	5	5	17	37

Location: Fullerton
 N/S: State College Boulevard
 E/W: Commonwealth Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound Commonwealth Avenue			Northbound State College Boulevard			Eastbound Commonwealth Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	1	1	0	3
TOTAL VOLUMES:	0	3	0	1	0	0	0	1	0	1	2	0	8

	Southbound State College Boulevard			Westbound Commonwealth Avenue			Northbound State College Boulevard			Eastbound Commonwealth Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

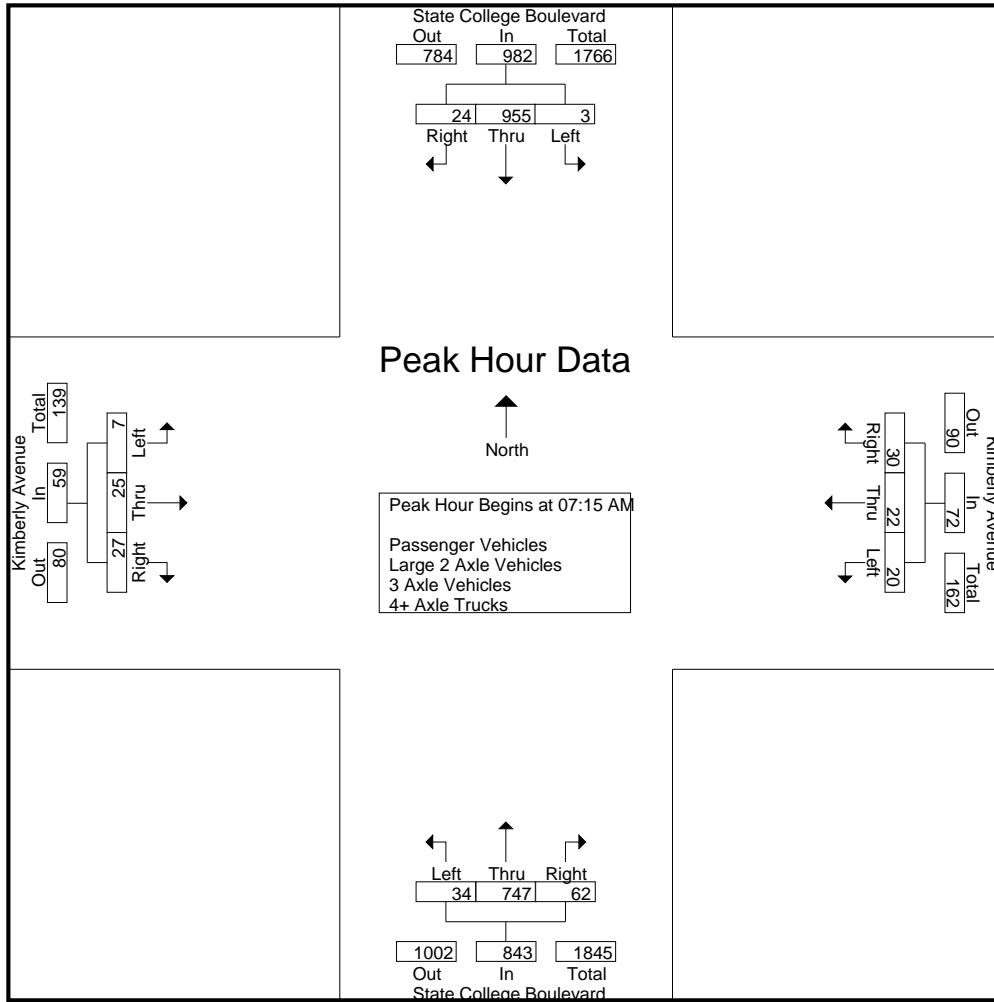
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	286	1	287	4	4	6	14	7	114	13	134	0	2	4	6	441
07:15 AM	2	289	7	298	6	3	9	18	2	151	18	171	0	5	6	11	498
07:30 AM	0	251	3	254	4	4	8	16	7	169	12	188	2	7	9	18	476
07:45 AM	1	215	8	224	2	10	9	21	13	208	13	234	2	7	8	17	496
Total	3	1041	19	1063	16	21	32	69	29	642	56	727	4	21	27	52	1911
08:00 AM	0	200	6	206	8	5	4	17	12	219	19	250	3	6	4	13	486
08:15 AM	0	201	2	203	2	3	10	15	1	171	12	184	3	4	3	10	412
08:30 AM	0	204	1	205	3	4	8	15	9	159	15	183	0	4	6	10	413
08:45 AM	2	186	2	190	9	6	16	31	3	138	16	157	0	4	7	11	389
Total	2	791	11	804	22	18	38	78	25	687	62	774	6	18	20	44	1700
Grand Total	5	1832	30	1867	38	39	70	147	54	1329	118	1501	10	39	47	96	3611
Apprch %	0.3	98.1	1.6		25.9	26.5	47.6		3.6	88.5	7.9		10.4	40.6	49		
Total %	0.1	50.7	0.8	51.7	1.1	1.1	1.9	4.1	1.5	36.8	3.3	41.6	0.3	1.1	1.3	2.7	
Passenger Vehicles	5	1773	29	1807	34	36	60	130	48	1277	112	1437	9	36	35	80	3454
% Passenger Vehicles	100	96.8	96.7	96.8	89.5	92.3	85.7	88.4	88.9	96.1	94.9	95.7	90	92.3	74.5	83.3	95.7
Large 2 Axle Vehicles	0	44	1	45	3	2	10	15	2	33	5	40	0	3	1	4	104
% Large 2 Axle Vehicles	0	2.4	3.3	2.4	7.9	5.1	14.3	10.2	3.7	2.5	4.2	2.7	0	7.7	2.1	4.2	2.9
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	2	0	2	0	0	2	2	7
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.1	0	0	4.3	2.1	0.2
4+ Axle Trucks	0	12	0	12	1	1	0	2	4	17	1	22	1	0	9	10	46
% 4+ Axle Trucks	0	0.7	0	0.6	2.6	2.6	0	1.4	7.4	1.3	0.8	1.5	10	0	19.1	10.4	1.3

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	289	7	298	6	3	9	18	2	151	18	171	0	5	6	11	498
07:30 AM	0	251	3	254	4	4	8	16	7	169	12	188	2	7	9	18	476
07:45 AM	1	215	8	224	2	10	9	21	13	208	13	234	2	7	8	17	496
08:00 AM	0	200	6	206	8	5	4	17	12	219	19	250	3	6	4	13	486
Total Volume	3	955	24	982	20	22	30	72	34	747	62	843	7	25	27	59	1956
% App. Total	0.3	97.3	2.4		27.8	30.6	41.7		4	88.6	7.4		11.9	42.4	45.8		
PHF	.375	.826	.750	.824	.625	.550	.833	.857	.654	.853	.816	.843	.583	.893	.750	.819	.982

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

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

	07:00 AM				08:00 AM				07:30 AM				07:15 AM			
+0 mins.	0	286	1	287	8	5	4	17	7	169	12	188	0	5	6	11
+15 mins.	2	289	7	298	2	3	10	15	13	208	13	234	2	7	9	18
+30 mins.	0	251	3	254	3	4	8	15	12	219	19	250	2	7	8	17
+45 mins.	1	215	8	224	9	6	16	31	1	171	12	184	3	6	4	13
Total Volume	3	1041	19	1063	22	18	38	78	33	767	56	856	7	25	27	59
% App. Total	0.3	97.9	1.8		28.2	23.1	48.7		3.9	89.6	6.5		11.9	42.4	45.8	
PHF	.375	.901	.594	.892	.611	.750	.594	.629	.635	.876	.737	.856	.583	.893	.750	.819

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

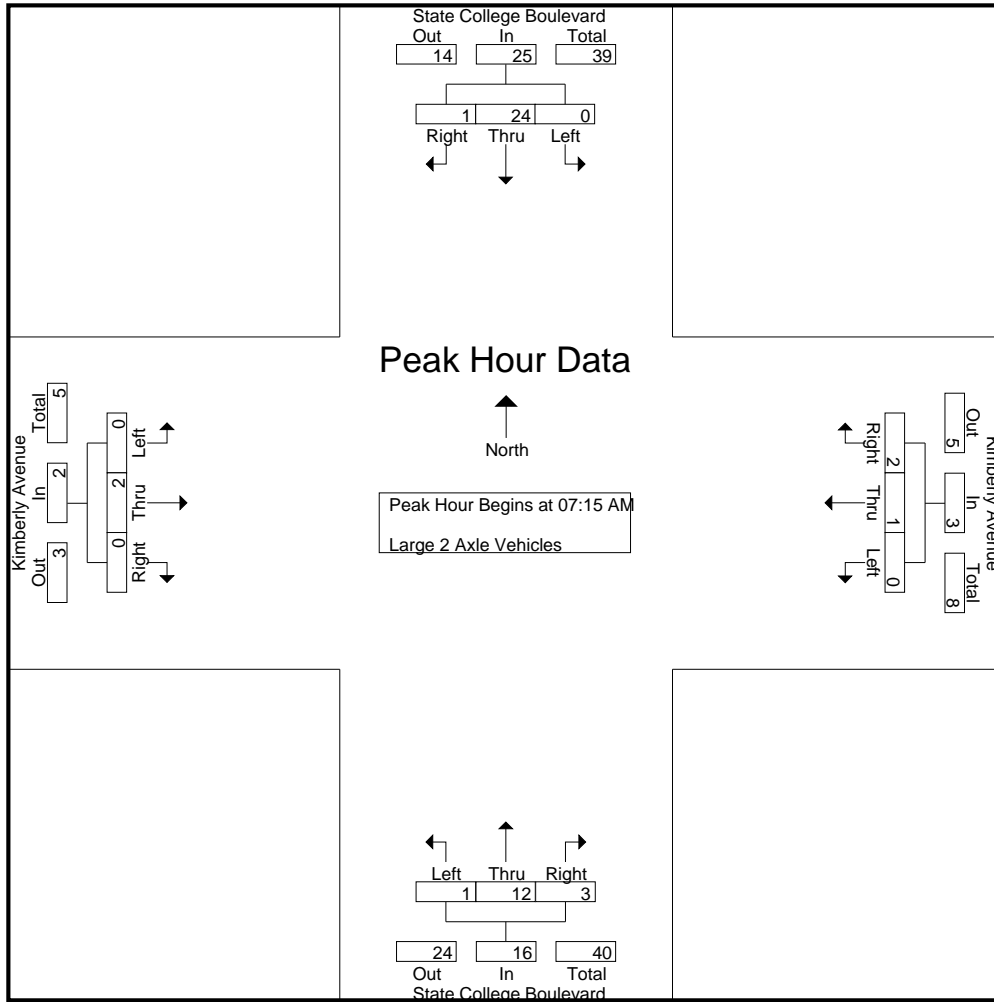
Groups Printed- Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	6	0	6	0	1	0	1	0	5	0	5	0	0	0	0	12
07:15 AM	0	8	0	8	0	0	1	1	0	4	0	4	0	1	0	1	14
07:30 AM	0	6	1	7	0	0	1	1	0	2	1	3	0	0	0	0	11
07:45 AM	0	5	0	5	0	1	0	1	0	2	0	2	0	1	0	1	9
Total	0	25	1	26	0	2	2	4	0	13	1	14	0	2	0	2	46
08:00 AM	0	5	0	5	0	0	0	0	1	4	2	7	0	0	0	0	12
08:15 AM	0	5	0	5	0	0	0	0	0	4	1	5	0	1	0	1	11
08:30 AM	0	2	0	2	0	0	4	4	1	8	0	9	0	0	0	0	15
08:45 AM	0	7	0	7	3	0	4	7	0	4	1	5	0	0	1	1	20
Total	0	19	0	19	3	0	8	11	2	20	4	26	0	1	1	2	58
Grand Total	0	44	1	45	3	2	10	15	2	33	5	40	0	3	1	4	104
Apprch %	0	97.8	2.2		20	13.3	66.7		5	82.5	12.5		0	75	25		
Total %	0	42.3	1	43.3	2.9	1.9	9.6	14.4	1.9	31.7	4.8	38.5	0	2.9	1	3.8	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	8	0	8	0	0	1	1	0	4	0	4	0	1	0	1	14
07:30 AM	0	6	1	7	0	0	1	1	0	2	1	3	0	0	0	0	11
07:45 AM	0	5	0	5	0	1	0	1	0	2	0	2	0	1	0	1	9
08:00 AM	0	5	0	5	0	0	0	0	1	4	2	7	0	0	0	0	12
Total Volume	0	24	1	25	0	1	2	3	1	12	3	16	0	2	0	2	46
% App. Total	0	96	4		0	33.3	66.7		6.2	75	18.8		0	100	0		
PHF	.000	.750	.250	.781	.000	.250	.500	.750	.250	.750	.375	.571	.000	.500	.000	.500	.821

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	8	0	8	0	0	1	1	0	4	0	4	0	1	0	1
+15 mins.	0	6	1	7	0	0	1	1	0	2	1	3	0	0	0	0
+30 mins.	0	5	0	5	0	1	0	1	0	2	0	2	0	1	0	1
+45 mins.	0	5	0	5	0	0	0	0	1	4	2	7	0	0	0	0
Total Volume	0	24	1	25	0	1	2	3	1	12	3	16	0	2	0	2
% App. Total	0	96	4		0	33.3	66.7		6.2	75	18.8		0	100	0	
PHF	.000	.750	.250	.781	.000	.250	.500	.750	.250	.750	.375	.571	.000	.500	.000	.500

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

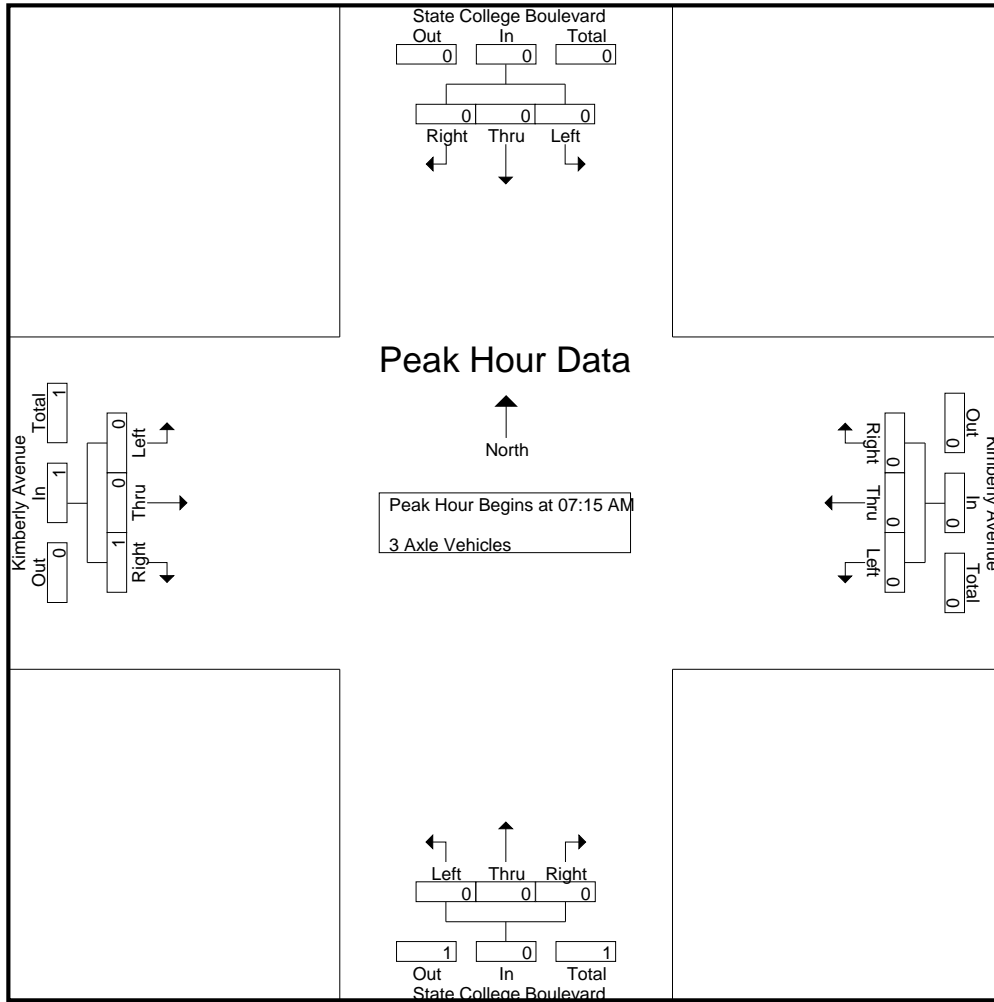
Groups Printed- 3 Axle Vehicles

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	0	0	5
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	2	0	0	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100			
Total %	0	42.9	0	42.9	0	0	0	0	0	28.6	0	28.6	0	0	28.6	0	0	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

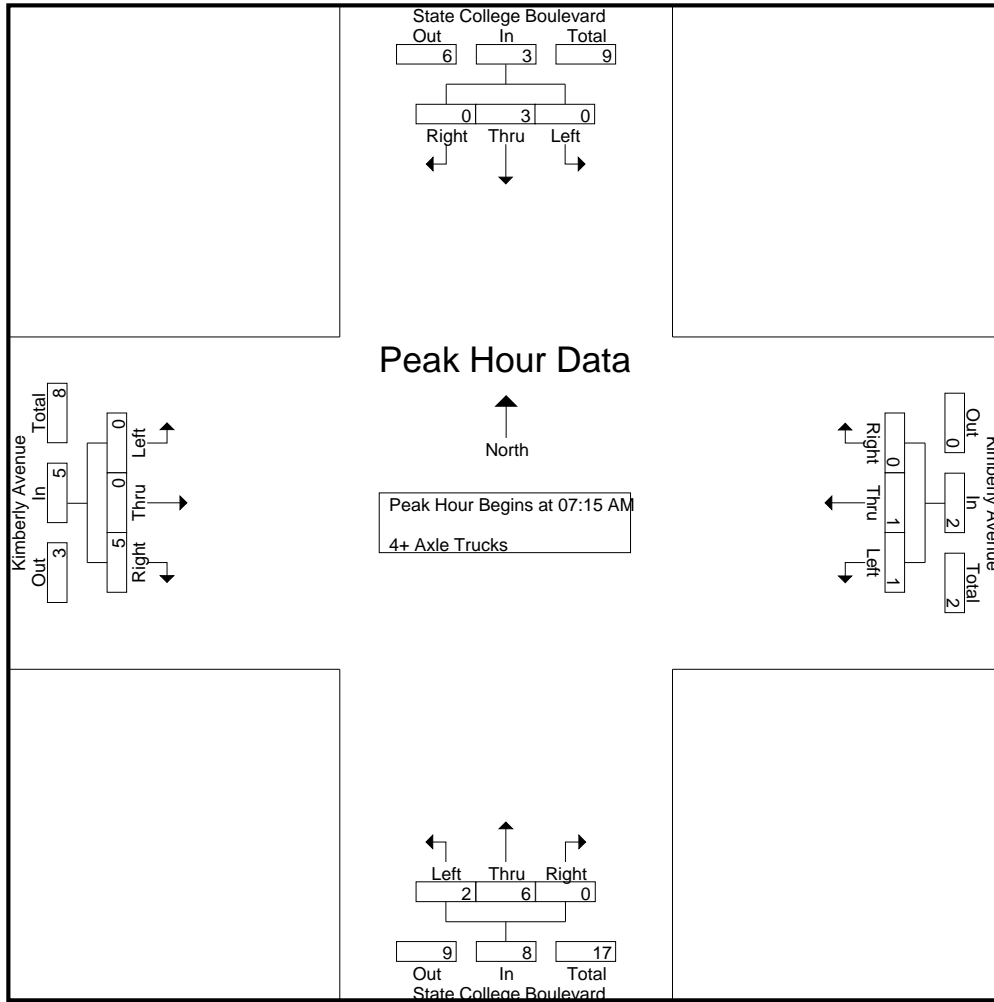
Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	2	2	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	2	2	0	4	0	0	3	3	8
Total	0	4	0	4	0	1	0	1	3	5	0	8	0	0	5	5	18
08:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	1	2	7
08:30 AM	0	2	0	2	0	0	0	0	1	6	0	7	0	0	1	1	10
08:45 AM	0	3	0	3	0	0	0	0	0	2	1	3	0	0	2	2	8
Total	0	8	0	8	1	0	0	1	1	12	1	14	1	0	4	5	28
Grand Total	0	12	0	12	1	1	0	2	4	17	1	22	1	0	9	10	46
Apprch %	0	100	0		50	50	0		18.2	77.3	4.5		10	0	90		
Total %	0	26.1	0	26.1	2.2	2.2	0	4.3	8.7	37	2.2	47.8	2.2	0	19.6	21.7	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	2	2	6
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	2	2	0	4	0	0	3	3	8
08:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total Volume	0	3	0	3	1	1	0	2	2	6	0	8	0	0	5	5	18
% App. Total	0	100	0		50	50	0		25	75	0		0	0	100		
PHF	.000	.750	.000	.750	.250	.250	.000	.500	.250	.500	.000	.500	.000	.000	.417	.417	.563

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	2	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	2	2	0	4	0	0	3	3
+45 mins.	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	1	1	0	2	2	6	0	8	0	0	5	5
% App. Total	0	100	0		50	50	0		25	75	0		0	0	100	
PHF	.000	.750	.000	.750	.250	.250	.000	.500	.250	.500	.000	.500	.000	.000	.417	.417

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
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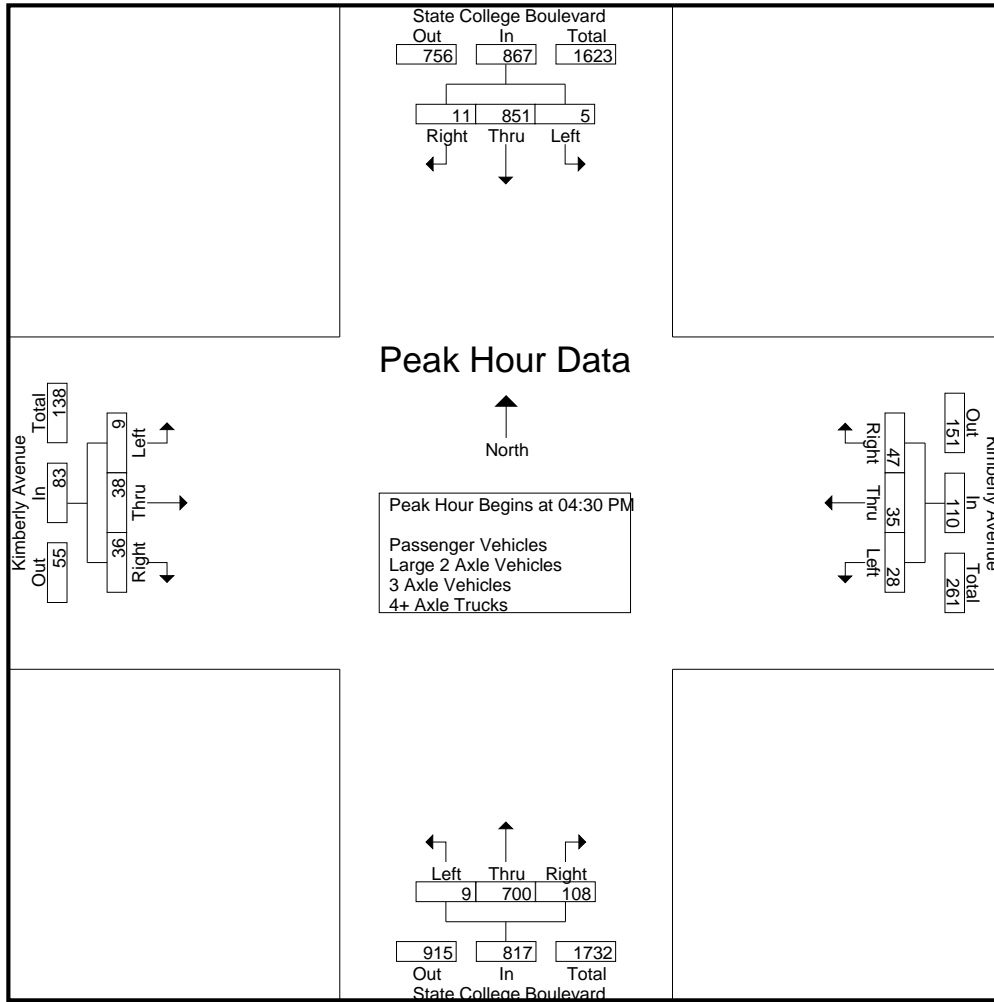
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	248	3	253	4	4	11	19	2	173	21	196	0	10	18	28	496
04:15 PM	0	207	1	208	4	4	13	21	5	144	20	169	0	10	10	20	418
04:30 PM	1	207	6	214	3	9	13	25	3	171	27	201	4	13	11	28	468
04:45 PM	1	187	3	191	11	8	12	31	0	181	36	217	1	9	6	16	455
Total	4	849	13	866	22	25	49	96	10	669	104	783	5	42	45	92	1837
05:00 PM	2	252	2	256	10	6	13	29	2	180	20	202	3	10	14	27	514
05:15 PM	1	205	0	206	4	12	9	25	4	168	25	197	1	6	5	12	440
05:30 PM	1	184	2	187	6	7	11	24	4	188	27	219	0	6	6	12	442
05:45 PM	1	184	1	186	7	4	18	29	4	189	21	214	3	7	5	15	444
Total	5	825	5	835	27	29	51	107	14	725	93	832	7	29	30	66	1840
Grand Total	9	1674	18	1701	49	54	100	203	24	1394	197	1615	12	71	75	158	3677
Apprch %	0.5	98.4	1.1		24.1	26.6	49.3		1.5	86.3	12.2		7.6	44.9	47.5		
Total %	0.2	45.5	0.5	46.3	1.3	1.5	2.7	5.5	0.7	37.9	5.4	43.9	0.3	1.9	2	4.3	
Passenger Vehicles	9	1635	17	1661	47	53	96	196	20	1343	175	1538	12	66	70	148	3543
% Passenger Vehicles	100	97.7	94.4	97.6	95.9	98.1	96	96.6	83.3	96.3	88.8	95.2	100	93	93.3	93.7	96.4
Large 2 Axle Vehicles	0	24	0	24	2	0	3	5	2	35	20	57	0	4	1	5	91
% Large 2 Axle Vehicles	0	1.4	0	1.4	4.1	0	3	2.5	8.3	2.5	10.2	3.5	0	5.6	1.3	3.2	2.5
3 Axle Vehicles	0	10	1	11	0	1	0	1	0	3	2	5	0	0	0	0	17
% 3 Axle Vehicles	0	0.6	5.6	0.6	0	1.9	0	0.5	0	0.2	1	0.3	0	0	0	0	0.5
4+ Axle Trucks	0	5	0	5	0	0	1	1	2	13	0	15	0	1	4	5	26
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	1	0.5	8.3	0.9	0	0.9	0	1.4	5.3	3.2	0.7

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	207	6	214	3	9	13	25	3	171	27	201	4	13	11	28	468
04:45 PM	1	187	3	191	11	8	12	31	0	181	36	217	1	9	6	16	455
05:00 PM	2	252	2	256	10	6	13	29	2	180	20	202	3	10	14	27	514
05:15 PM	1	205	0	206	4	12	9	25	4	168	25	197	1	6	5	12	440
Total Volume	5	851	11	867	28	35	47	110	9	700	108	817	9	38	36	83	1877
% App. Total	0.6	98.2	1.3		25.5	31.8	42.7		1.1	85.7	13.2		10.8	45.8	43.4		
PHF	.625	.844	.458	.847	.636	.729	.904	.887	.563	.967	.750	.941	.563	.731	.643	.741	.913

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	207	1	208	3	9	13	25	0	181	36	217	0	10	18	28
+15 mins.	1	207	6	214	11	8	12	31	2	180	20	202	0	10	10	20
+30 mins.	1	187	3	191	10	6	13	29	4	168	25	197	4	13	11	28
+45 mins.	2	252	2	256	4	12	9	25	4	188	27	219	1	9	6	16
Total Volume	4	853	12	869	28	35	47	110	10	717	108	835	5	42	45	92
% App. Total	0.5	98.2	1.4		25.5	31.8	42.7		1.2	85.9	12.9		5.4	45.7	48.9	
PHF	.500	.846	.500	.849	.636	.729	.904	.887	.625	.953	.750	.953	.313	.808	.625	.821

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

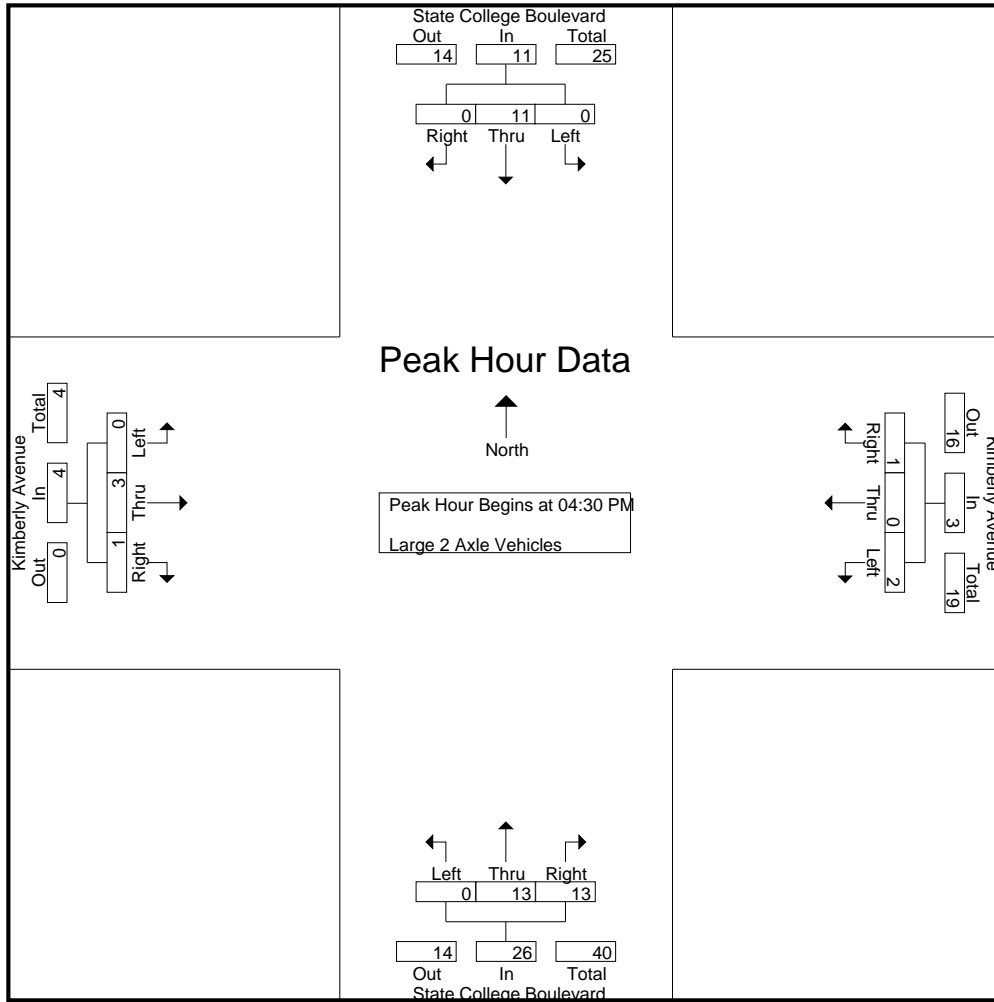
Groups Printed- Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	0	3	0	0	0	0	0	7	3	10	0	0	0	0	13
04:15 PM	0	3	0	3	0	0	1	1	1	6	2	9	0	1	0	1	14
04:30 PM	0	3	0	3	0	0	0	0	0	1	5	6	0	1	0	1	10
04:45 PM	0	1	0	1	1	0	1	2	0	7	4	11	0	1	1	2	16
Total	0	10	0	10	1	0	2	3	1	21	14	36	0	3	1	4	53
05:00 PM	0	3	0	3	1	0	0	1	0	2	2	4	0	1	0	1	9
05:15 PM	0	4	0	4	0	0	0	0	0	3	2	5	0	0	0	0	9
05:30 PM	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
05:45 PM	0	5	0	5	0	0	1	1	1	5	1	7	0	0	0	0	13
Total	0	14	0	14	1	0	1	2	1	14	6	21	0	1	0	1	38
Grand Total	0	24	0	24	2	0	3	5	2	35	20	57	0	4	1	5	91
Apprch %	0	100	0		40	0	60		3.5	61.4	35.1		0	80	20		
Total %	0	26.4	0	26.4	2.2	0	3.3	5.5	2.2	38.5	22	62.6	0	4.4	1.1	5.5	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	0	0	0	0	1	5	6	0	1	0	1	10
04:45 PM	0	1	0	1	1	0	1	2	0	7	4	11	0	1	1	2	16
05:00 PM	0	3	0	3	1	0	0	1	0	2	2	4	0	1	0	1	9
05:15 PM	0	4	0	4	0	0	0	0	0	3	2	5	0	0	0	0	9
Total Volume	0	11	0	11	2	0	1	3	0	13	13	26	0	3	1	4	44
% App. Total	0	100	0		66.7	0	33.3		0	50	50		0	75	25		
PHF	.000	.688	.000	.688	.500	.000	.250	.375	.000	.464	.650	.591	.000	.750	.250	.500	.688

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	1	5	6	0	1	0	1
+15 mins.	0	1	0	1	1	0	1	2	0	7	4	11	0	1	1	2
+30 mins.	0	3	0	3	1	0	0	1	0	2	2	4	0	1	0	1
+45 mins.	0	4	0	4	0	0	0	0	0	3	2	5	0	0	0	0
Total Volume	0	11	0	11	2	0	1	3	0	13	13	26	0	3	1	4
% App. Total	0	100	0		66.7	0	33.3		0	50	50		0	75	25	
PHF	.000	.688	.000	.688	.500	.000	.250	.375	.000	.464	.650	.591	.000	.750	.250	.500

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

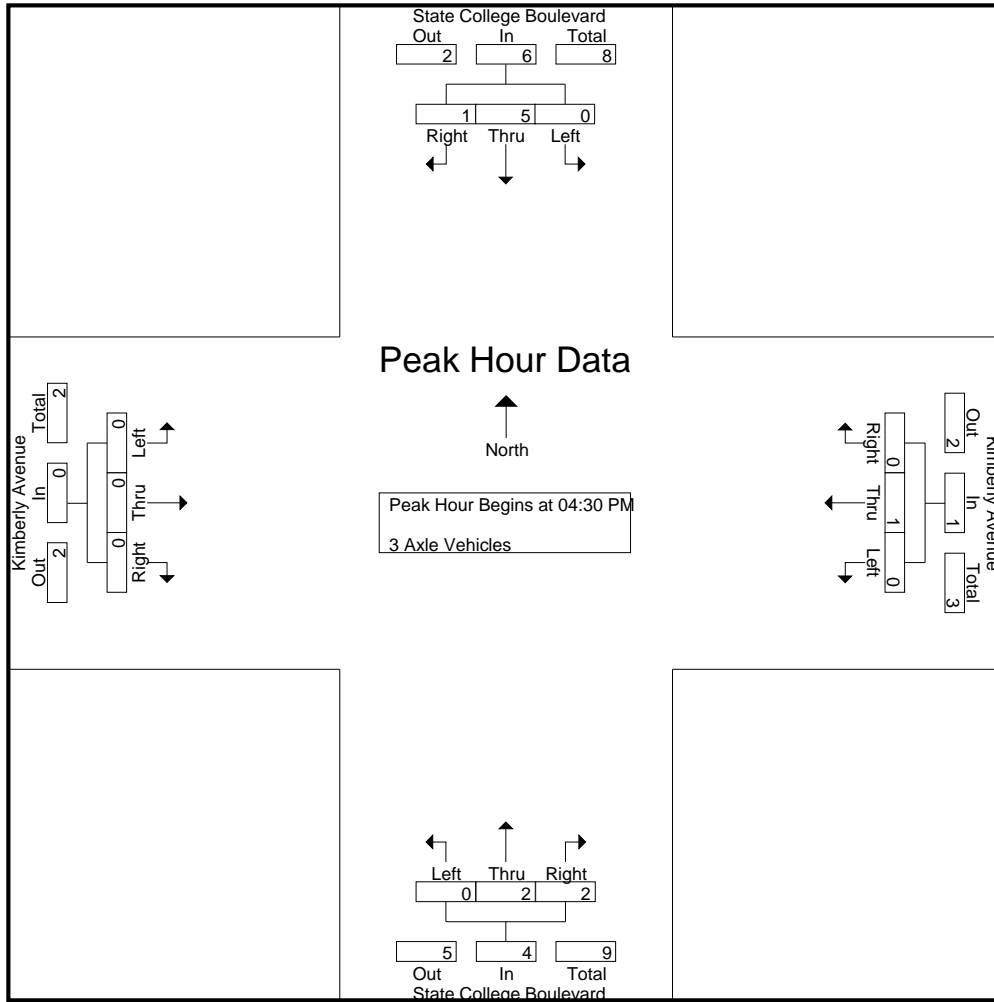
Groups Printed- 3 Axle Vehicles

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	2
04:45 PM	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	4
Total	0	4	1	5	0	1	0	1	0	2	1	3	0	0	0	0	0	9
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	1	1	2	0	0	0	0	0	8
Grand Total	0	10	1	11	0	1	0	1	0	3	2	5	0	0	0	0	0	17
Apprch %	0	90.9	9.1		0	100	0		0	60	40		0	0	0			
Total %	0	58.8	5.9	64.7	0	5.9	0	5.9	0	17.6	11.8	29.4	0	0	0	0	0	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	2
04:45 PM	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	4
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total Volume	0	5	1	6	0	1	0	1	0	2	2	4	0	0	0	0	0	11
% App. Total	0	83.3	16.7		0	100	0		0	50	50		0	0	0			
PHF	.000	.417	.250	.500	.000	.250	.000	.250	.000	.500	.500	.500	.000	.000	.000	.000	.000	.688

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	5	1	6	0	1	0	1	0	2	2	4	0	0	0	0
% App. Total	0	83.3	16.7		0	100	0		0	50	50		0	0	0	
PHF	.000	.417	.250	.500	.000	.250	.000	.250	.000	.500	.500	.500	.000	.000	.000	.000

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

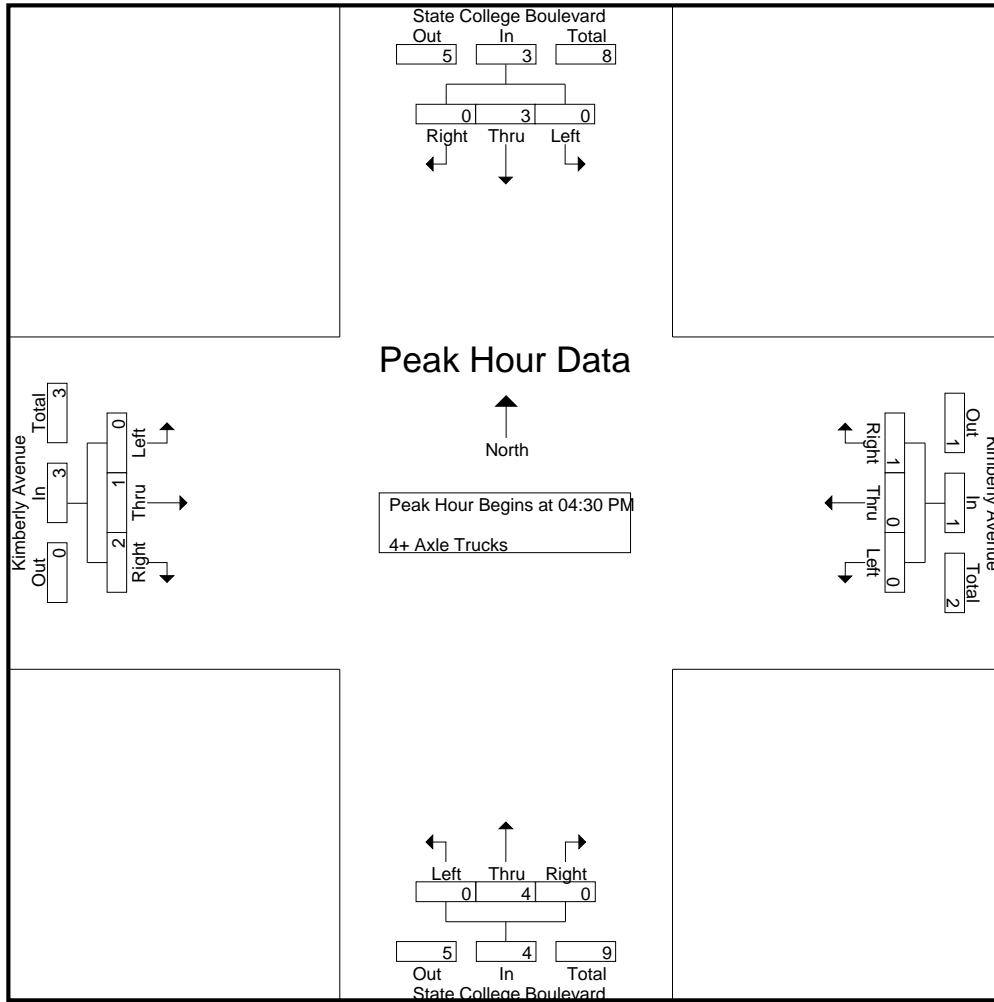
Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	5
04:15 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	1	7	0	8	0	0	2	2	12
05:00 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	2	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
Total	0	3	0	3	0	0	1	1	1	6	0	7	0	1	2	3	14
Grand Total	0	5	0	5	0	0	1	1	2	13	0	15	0	1	4	5	26
Apprch %	0	100	0		0	0	100		13.3	86.7	0		0	20	80		
Total %	0	19.2	0	19.2	0	0	3.8	3.8	7.7	50	0	57.7	0	3.8	15.4	19.2	

Start Time	State College Boulevard Southbound				Kimberly Avenue Westbound				State College Boulevard Northbound				Kimberly Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	2	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	3	0	3	0	0	1	1	0	4	0	4	0	1	2	3	11
% App. Total	0	100	0		0	0	100		0	100	0		0	33.3	66.7		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.250	.375	.458

City of Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 10_FLN_STC_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	2	0	2	0	0	2	2
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	3	0	3	0	0	1	1	0	4	0	4	0	1	2	3
% App. Total	0	100	0		0	0	100		0	100	0		0	33.3	66.7	
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.250	.375

Location: Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Kimberly Avenue Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	5	0	1	6

	North Leg State College Boulevard Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Kimberly Avenue Pedestrians	
4:00 PM	1	1	0	0	2
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	0	1
5:15 PM	1	2	0	1	4
5:30 PM	1	1	0	1	3
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	3	7	0	3	13

Location: Fullerton
 N/S: State College Boulevard
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound Kimberly Avenue			Northbound State College Boulevard			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound State College Boulevard			Westbound Kimberly Avenue			Northbound State College Boulevard			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	1	0	0	0	0	2

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

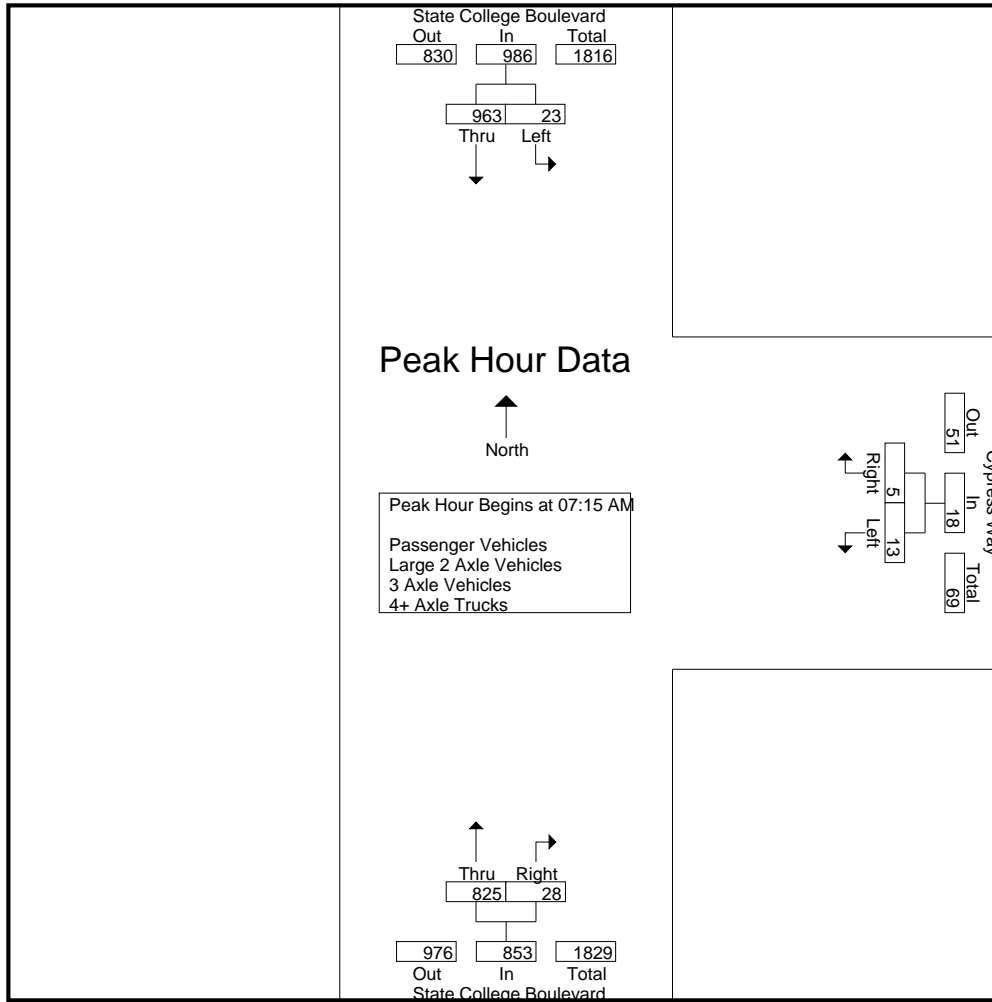
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	280	283	0	0	0	144	3	147	430
07:15 AM	6	290	296	4	0	4	163	7	170	470
07:30 AM	3	252	255	0	0	0	199	8	207	462
07:45 AM	5	225	230	5	1	6	224	8	232	468
Total	17	1047	1064	9	1	10	730	26	756	1830
08:00 AM	9	196	205	4	4	8	239	5	244	457
08:15 AM	6	206	212	1	6	7	169	7	176	395
08:30 AM	2	204	206	4	2	6	184	4	188	400
08:45 AM	2	191	193	6	2	8	151	9	160	361
Total	19	797	816	15	14	29	743	25	768	1613
Grand Total	36	1844	1880	24	15	39	1473	51	1524	3443
Apprch %	1.9	98.1		61.5	38.5		96.7	3.3		
Total %	1	53.6	54.6	0.7	0.4	1.1	42.8	1.5	44.3	
Passenger Vehicles	36	1782	1818	16	13	29	1421	35	1456	3303
% Passenger Vehicles	100	96.6	96.7	66.7	86.7	74.4	96.5	68.6	95.5	95.9
Large 2 Axle Vehicles	0	33	33	1	2	3	25	3	28	64
% Large 2 Axle Vehicles	0	1.8	1.8	4.2	13.3	7.7	1.7	5.9	1.8	1.9
3 Axle Vehicles	0	5	5	1	0	1	7	1	8	14
% 3 Axle Vehicles	0	0.3	0.3	4.2	0	2.6	0.5	2	0.5	0.4
4+ Axle Trucks	0	24	24	6	0	6	20	12	32	62
% 4+ Axle Trucks	0	1.3	1.3	25	0	15.4	1.4	23.5	2.1	1.8

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	6	290	296	4	0	4	163	7	170	470
07:30 AM	3	252	255	0	0	0	199	8	207	462
07:45 AM	5	225	230	5	1	6	224	8	232	468
08:00 AM	9	196	205	4	4	8	239	5	244	457
Total Volume	23	963	986	13	5	18	825	28	853	1857
% App. Total	2.3	97.7		72.2	27.8		96.7	3.3		
PHF	.639	.830	.833	.650	.313	.563	.863	.875	.874	.988

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:00 AM			08:00 AM			07:30 AM		
+0 mins.	3	280	283	4	4	8	199	8	207
+15 mins.	6	290	296	1	6	7	224	8	232
+30 mins.	3	252	255	4	2	6	239	5	244
+45 mins.	5	225	230	6	2	8	169	7	176
Total Volume	17	1047	1064	15	14	29	831	28	859
% App. Total	1.6	98.4		51.7	48.3		96.7	3.3	
PHF	.708	.903	.899	.625	.583	.906	.869	.875	.880

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	6	6	0	0	0	3	1	4	10
07:15 AM	0	7	7	1	0	1	2	0	2	10
07:30 AM	0	2	2	0	0	0	2	0	2	4
07:45 AM	0	4	4	0	0	0	2	0	2	6
Total	0	19	19	1	0	1	9	1	10	30
08:00 AM	0	3	3	0	0	0	4	0	4	7
08:15 AM	0	3	3	0	1	1	2	1	3	7
08:30 AM	0	2	2	0	1	1	5	1	6	9
08:45 AM	0	6	6	0	0	0	5	0	5	11
Total	0	14	14	0	2	2	16	2	18	34
Grand Total	0	33	33	1	2	3	25	3	28	64
Apprch %	0	100		33.3	66.7		89.3	10.7		
Total %	0	51.6	51.6	1.6	3.1	4.7	39.1	4.7	43.8	

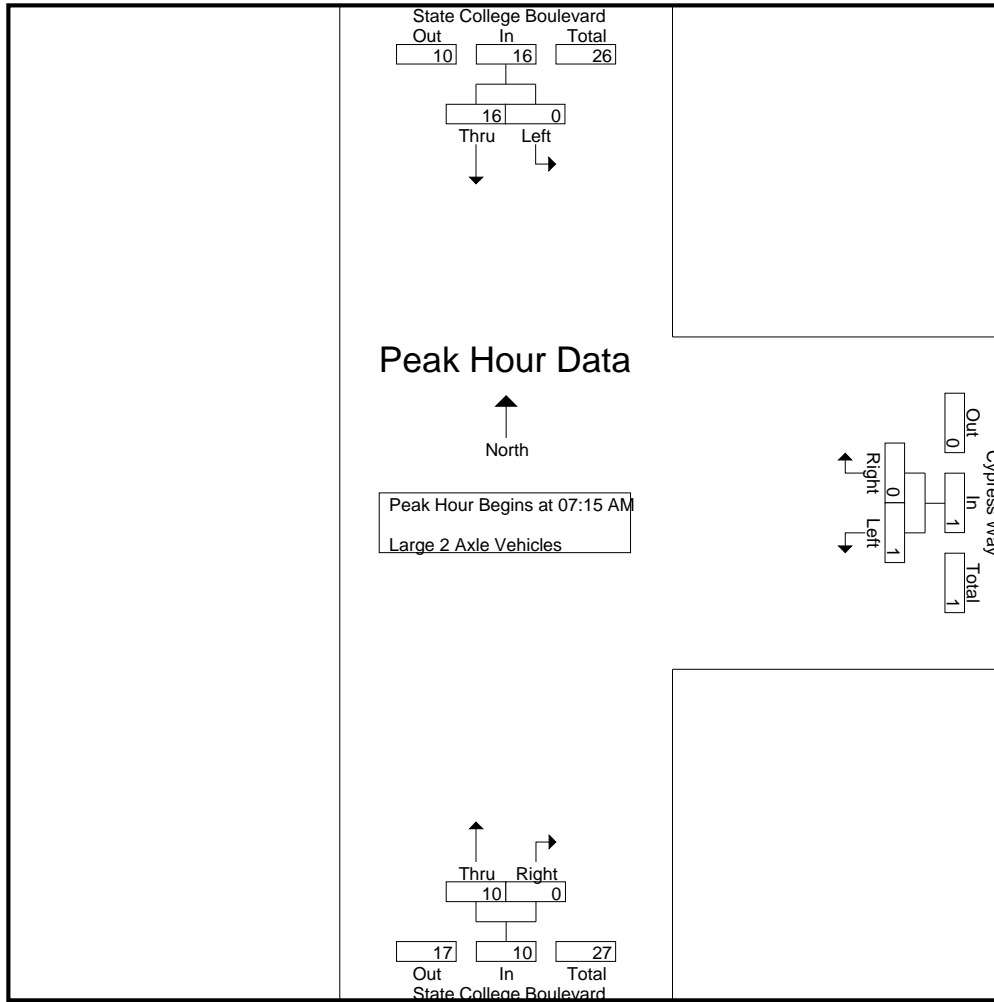
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	7	7	1	0	1	2	0	2	10
07:30 AM	0	2	2	0	0	0	2	0	2	4
07:45 AM	0	4	4	0	0	0	2	0	2	6
08:00 AM	0	3	3	0	0	0	4	0	4	7
Total Volume	0	16	16	1	0	1	10	0	10	27
% App. Total	0	100		100	0		100	0		
PHF	.000	.571	.571	.250	.000	.250	.625	.000	.625	.675

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

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	7	7	1	0	1	2	0	2
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	4	4	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	4	0	4
Total Volume	0	16	16	1	0	1	10	0	10
% App. Total	0	100		100	0		100	0	
PHF	.000	.571	.571	.250	.000	.250	.625	.000	.625

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

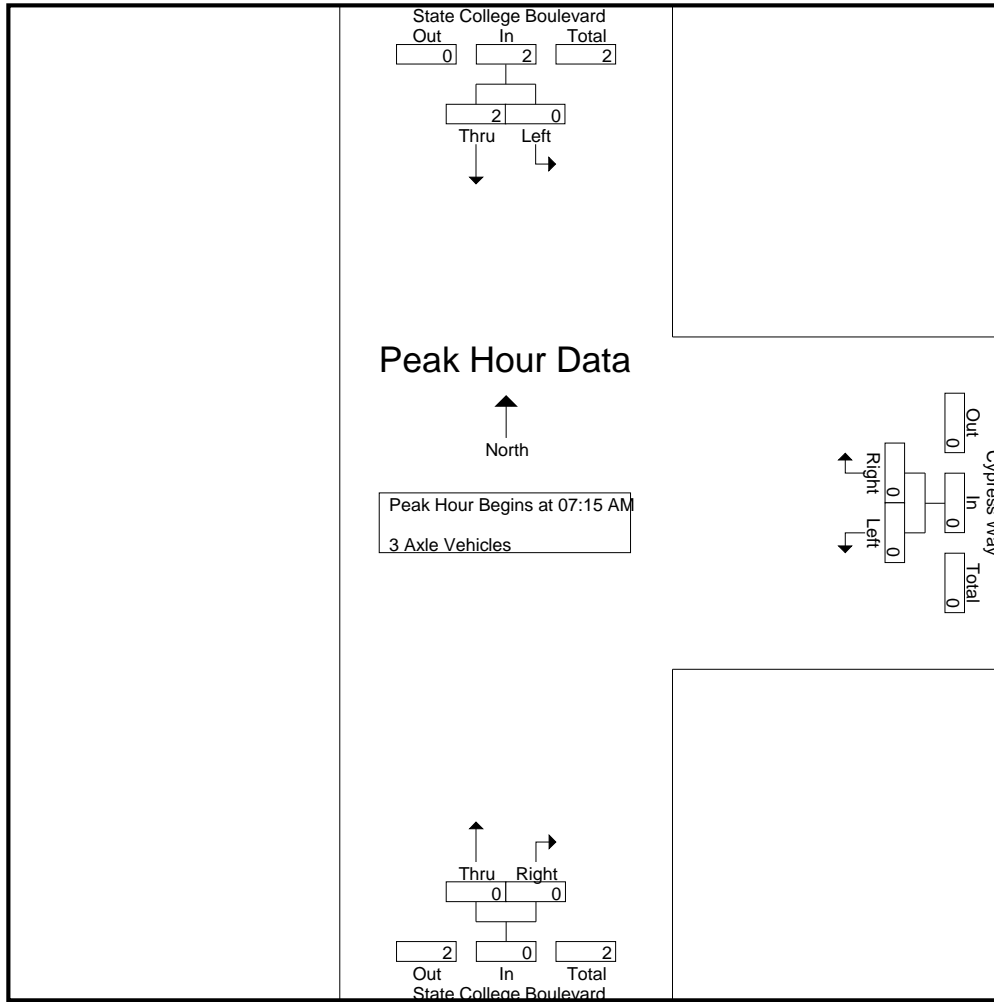
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	1	1	0	0	0	3	0	3	4
08:45 AM	0	1	1	1	0	1	1	1	2	4
Total	0	3	3	1	0	1	6	1	7	11
Grand Total	0	5	5	1	0	1	7	1	8	14
Apprch %	0	100		100	0		87.5	12.5		
Total %	0	35.7	35.7	7.1	0	7.1	50	7.1	57.1	

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.500

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

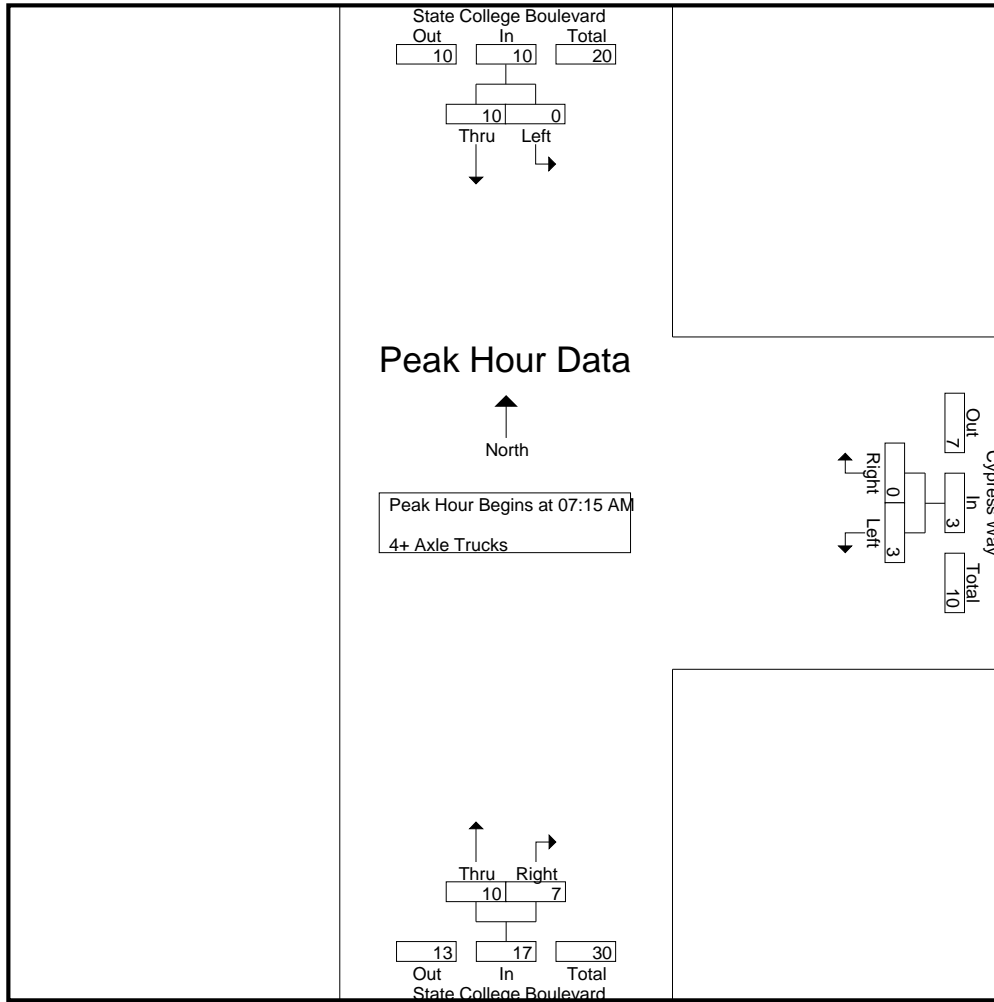
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	2	2	0	0	0	0	1	1	3
07:15 AM	0	4	4	0	0	0	4	1	5	9
07:30 AM	0	0	0	0	0	0	2	3	5	5
07:45 AM	0	5	5	1	0	1	2	1	3	9
Total	0	11	11	1	0	1	8	6	14	26
08:00 AM	0	1	1	2	0	2	2	2	4	7
08:15 AM	0	5	5	0	0	0	2	2	4	9
08:30 AM	0	2	2	2	0	2	6	2	8	12
08:45 AM	0	5	5	1	0	1	2	0	2	8
Total	0	13	13	5	0	5	12	6	18	36
Grand Total	0	24	24	6	0	6	20	12	32	62
Apprch %	0	100		100	0		62.5	37.5		
Total %	0	38.7	38.7	9.7	0	9.7	32.3	19.4	51.6	

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	4	4	0	0	0	4	1	5	9
07:30 AM	0	0	0	0	0	0	2	3	5	5
07:45 AM	0	5	5	1	0	1	2	1	3	9
08:00 AM	0	1	1	2	0	2	2	2	4	7
Total Volume	0	10	10	3	0	3	10	7	17	30
% App. Total	0	100		100	0		58.8	41.2		
PHF	.000	.500	.500	.375	.000	.375	.625	.583	.850	.833

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

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	4	4	0	0	0	4	1	5
+15 mins.	0	0	0	0	0	0	2	3	5
+30 mins.	0	5	5	1	0	1	2	1	3
+45 mins.	0	1	1	2	0	2	2	2	4
Total Volume	0	10	10	3	0	3	10	7	17
% App. Total	0	100		100	0		58.8	41.2	
PHF	.000	.500	.500	.375	.000	.375	.625	.583	.850

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

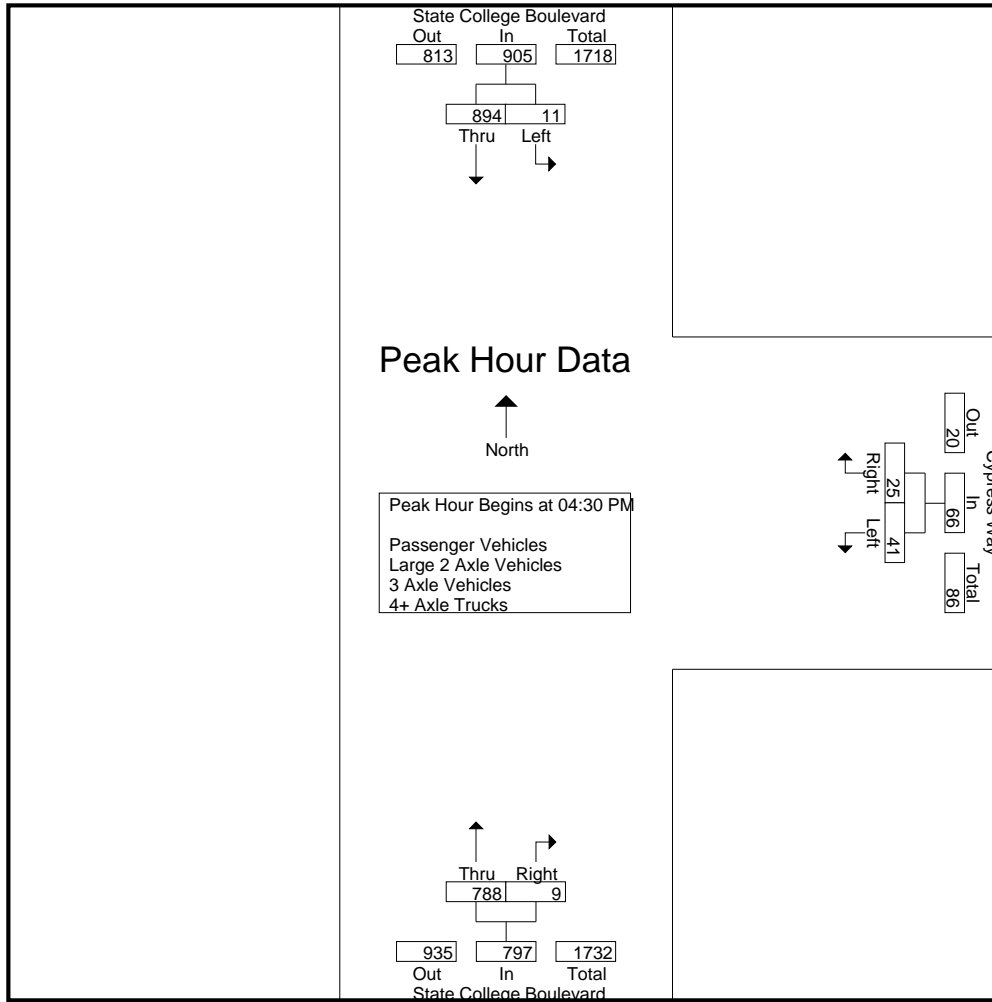
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	5	274	279	8	5	13	180	2	182	474
04:15 PM	2	216	218	5	7	12	165	4	169	399
04:30 PM	3	212	215	14	13	27	192	5	197	439
04:45 PM	4	196	200	9	2	11	205	1	206	417
Total	14	898	912	36	27	63	742	12	754	1729
05:00 PM	2	265	267	11	5	16	196	2	198	481
05:15 PM	2	221	223	7	5	12	195	1	196	431
05:30 PM	0	194	194	6	2	8	211	0	211	413
05:45 PM	2	186	188	2	2	4	211	2	213	405
Total	6	866	872	26	14	40	813	5	818	1730
Grand Total	20	1764	1784	62	41	103	1555	17	1572	3459
Apprch %	1.1	98.9		60.2	39.8		98.9	1.1		
Total %	0.6	51	51.6	1.8	1.2	3	45	0.5	45.4	
Passenger Vehicles	16	1732	1748	57	38	95	1497	12	1509	3352
% Passenger Vehicles	80	98.2	98	91.9	92.7	92.2	96.3	70.6	96	96.9
Large 2 Axle Vehicles	1	14	15	0	2	2	38	0	38	55
% Large 2 Axle Vehicles	5	0.8	0.8	0	4.9	1.9	2.4	0	2.4	1.6
3 Axle Vehicles	1	12	13	1	0	1	7	1	8	22
% 3 Axle Vehicles	5	0.7	0.7	1.6	0	1	0.5	5.9	0.5	0.6
4+ Axle Trucks	2	6	8	4	1	5	13	4	17	30
% 4+ Axle Trucks	10	0.3	0.4	6.5	2.4	4.9	0.8	23.5	1.1	0.9

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	3	212	215	14	13	27	192	5	197	439
04:45 PM	4	196	200	9	2	11	205	1	206	417
05:00 PM	2	265	267	11	5	16	196	2	198	481
05:15 PM	2	221	223	7	5	12	195	1	196	431
Total Volume	11	894	905	41	25	66	788	9	797	1768
% App. Total	1.2	98.8		62.1	37.9		98.9	1.1		
PHF	.688	.843	.847	.732	.481	.611	.961	.450	.967	.919

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:00 PM			04:15 PM			05:00 PM		
+0 mins.	5	274	279	5	7	12	196	2	198
+15 mins.	2	216	218	14	13	27	195	1	196
+30 mins.	3	212	215	9	2	11	211	0	211
+45 mins.	4	196	200	11	5	16	211	2	213
Total Volume	14	898	912	39	27	66	813	5	818
% App. Total	1.5	98.5		59.1	40.9		99.4	0.6	
PHF	.700	.819	.817	.696	.519	.611	.963	.625	.960

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	1	2	0	1	1	4	0	4	7
04:15 PM	0	2	2	0	1	1	8	0	8	11
04:30 PM	0	1	1	0	0	0	4	0	4	5
04:45 PM	0	2	2	0	0	0	8	0	8	10
Total	1	6	7	0	2	2	24	0	24	33
05:00 PM	0	4	4	0	0	0	4	0	4	8
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	3	3	0	0	0	5	0	5	8
Total	0	8	8	0	0	0	14	0	14	22
Grand Total	1	14	15	0	2	2	38	0	38	55
Apprch %	6.7	93.3		0	100		100	0		
Total %	1.8	25.5	27.3	0	3.6	3.6	69.1	0	69.1	

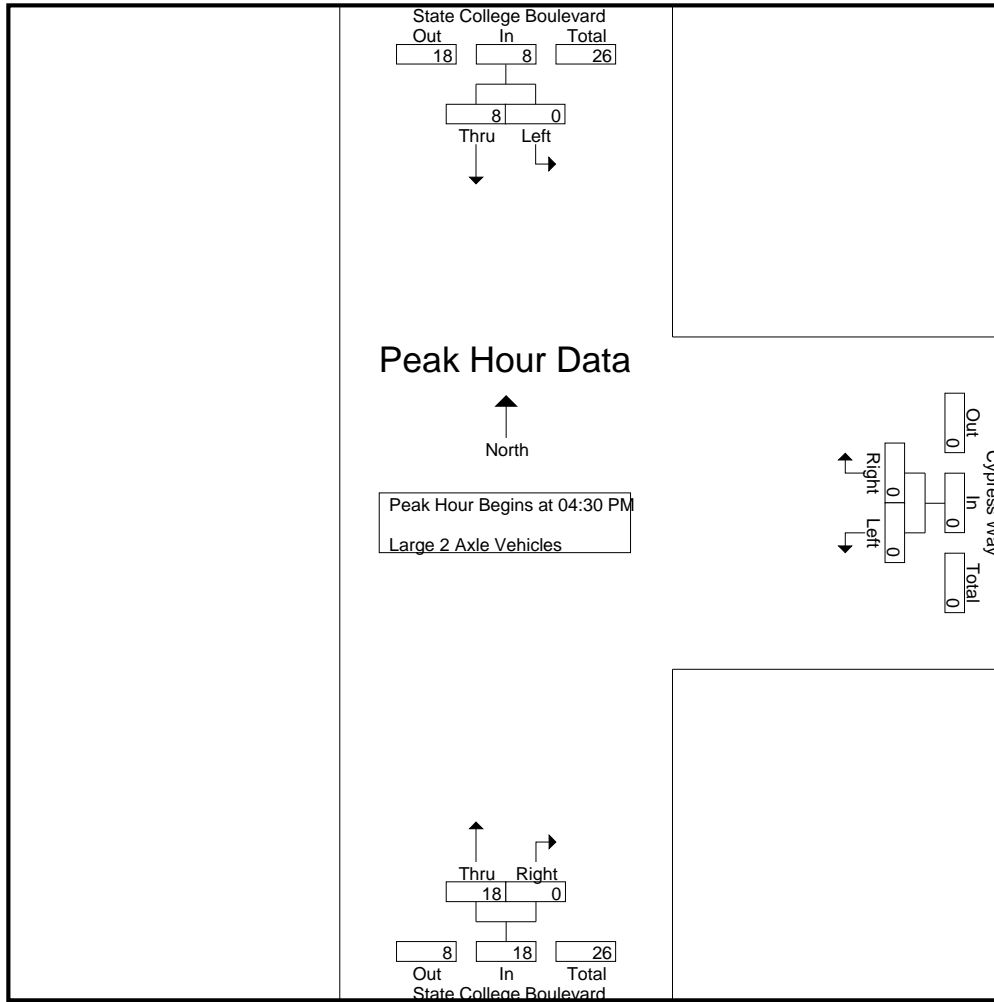
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	1	1	0	0	0	4	0	4	5
04:45 PM	0	2	2	0	0	0	8	0	8	10
05:00 PM	0	4	4	0	0	0	4	0	4	8
05:15 PM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	8	8	0	0	0	18	0	18	26
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.563	.000	.563	.650

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	2	2	0	0	0	8	0	8
+30 mins.	0	4	4	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	8	8	0	0	0	18	0	18
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.563	.000	.563

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	2	3	1	0	1	1	0	1	5
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	2	2	0	0	0	2	0	2	4
Total	1	5	6	1	0	1	4	1	5	12
05:00 PM	0	4	4	0	0	0	0	0	0	4
05:15 PM	0	2	2	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	7	7	0	0	0	3	0	3	10
Grand Total	1	12	13	1	0	1	7	1	8	22
Apprch %	7.7	92.3		100	0		87.5	12.5		
Total %	4.5	54.5	59.1	4.5	0	4.5	31.8	4.5	36.4	

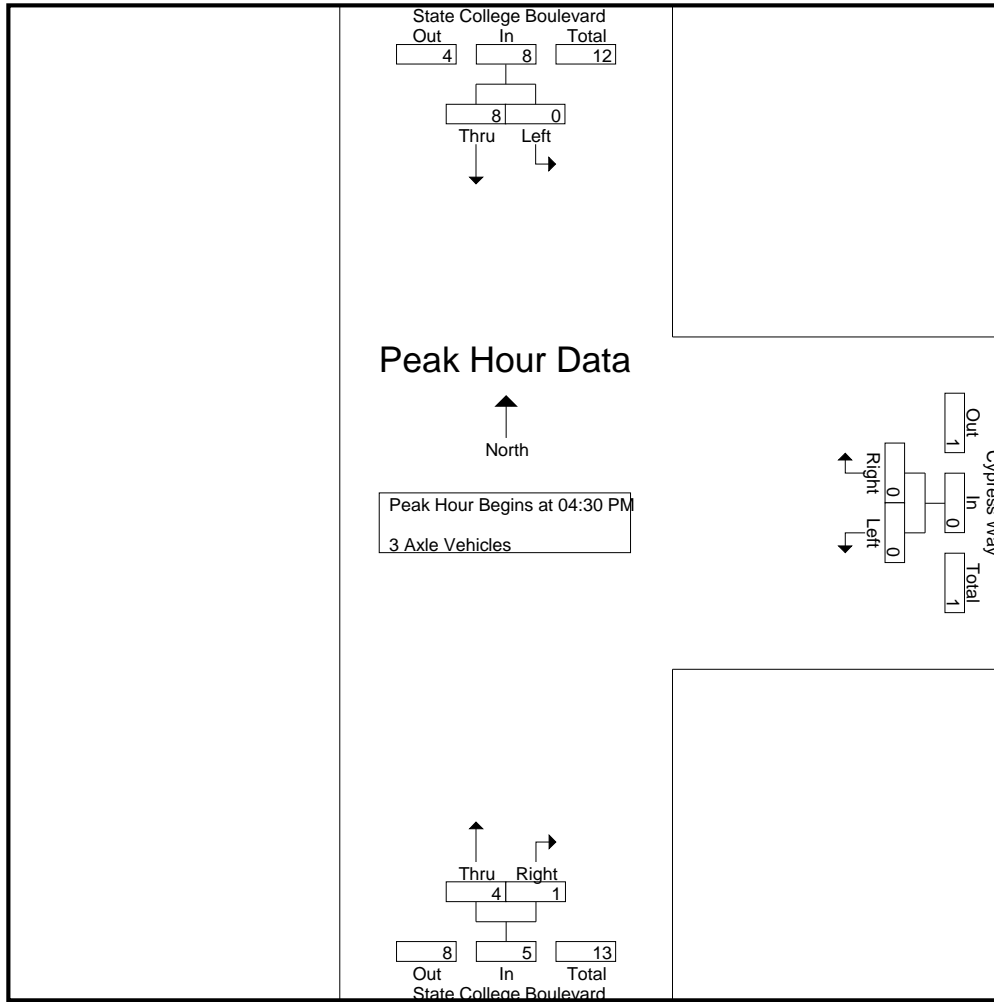
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	2	2	0	0	0	2	0	2	4
05:00 PM	0	4	4	0	0	0	0	0	0	4
05:15 PM	0	2	2	0	0	0	1	0	1	3
Total Volume	0	8	8	0	0	0	4	1	5	13
% App. Total	0	100		0	0		80	20		
PHF	.000	.500	.500	.000	.000	.000	.500	.250	.625	.813

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	1	2
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	4	4	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	1	0	1
Total Volume	0	8	8	0	0	0	4	1	5
% App. Total	0	100		0	0		80	20	
PHF	.000	.500	.500	.000	.000	.000	.500	.250	.625

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	0	1	1	0	1	4	1	5	7
04:15 PM	1	1	2	0	0	0	2	0	2	4
04:30 PM	0	0	0	0	1	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	1	1	2	2
Total	2	1	3	1	1	2	7	3	10	15
05:00 PM	0	3	3	1	0	1	2	0	2	6
05:15 PM	0	1	1	1	0	1	0	0	0	2
05:30 PM	0	0	0	1	0	1	2	0	2	3
05:45 PM	0	1	1	0	0	0	2	1	3	4
Total	0	5	5	3	0	3	6	1	7	15
Grand Total	2	6	8	4	1	5	13	4	17	30
Apprch %	25	75		80	20		76.5	23.5		
Total %	6.7	20	26.7	13.3	3.3	16.7	43.3	13.3	56.7	

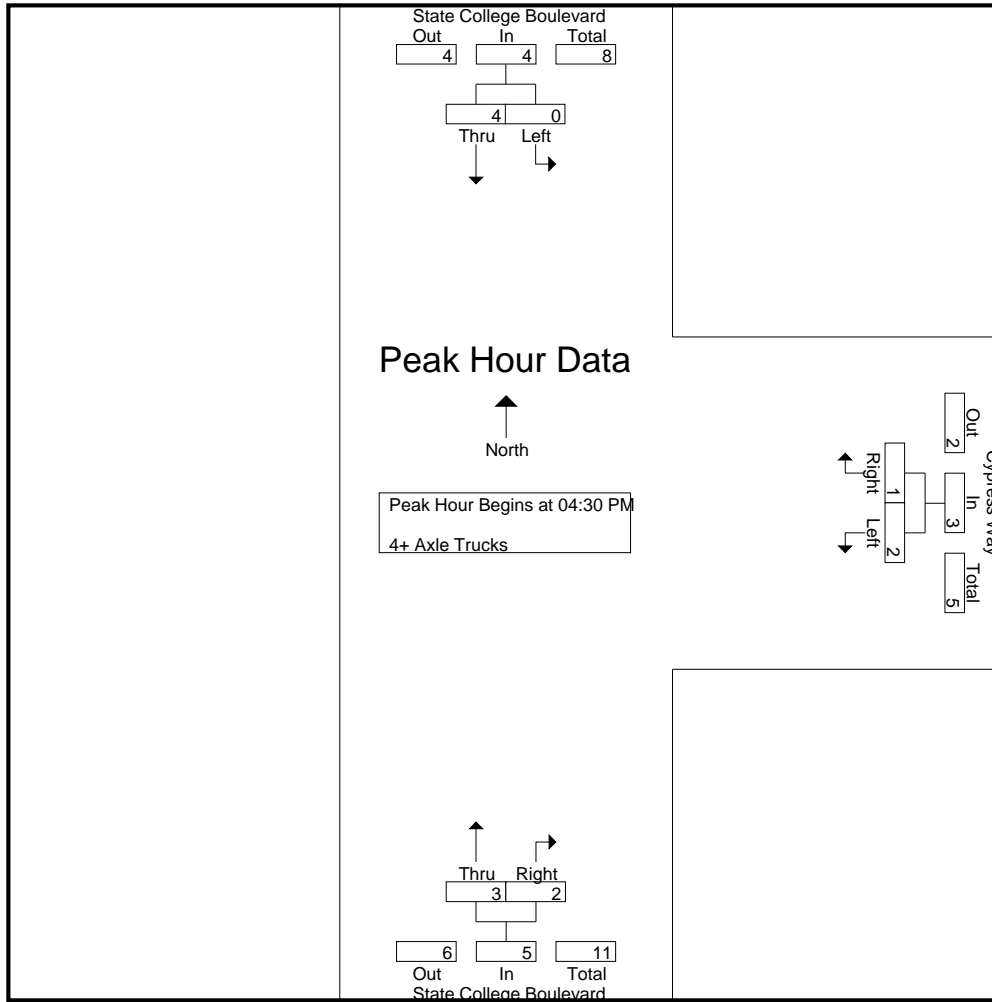
Start Time	State College Boulevard Southbound			Cypress Way Westbound			State College Boulevard Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	0	0	0	1	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	3	3	1	0	1	2	0	2	6
05:15 PM	0	1	1	1	0	1	0	0	0	2
Total Volume	0	4	4	2	1	3	3	2	5	12
% App. Total	0	100		66.7	33.3		60	40		
PHF	.000	.333	.333	.500	.250	.750	.375	.500	.625	.500

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way
 Weather: Clear

File Name : 11_FLN_STC_Cyp PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	1	1	0	1	1
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	0	3	3	1	0	1	2	0	2
+45 mins.	0	1	1	1	0	1	0	0	0
Total Volume	0	4	4	2	1	3	3	2	5
% App. Total	0	100		66.7	33.3		60	40	
PHF	.000	.333	.333	.500	.250	.750	.375	.500	.625

Location: Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg Cypress Way Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Dead End Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	2	0	3
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	5	2	0	7

	North Leg State College Boulevard Pedestrians	East Leg Cypress Way Pedestrians	South Leg State College Boulevard Pedestrians	West Leg Dead End Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	2	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	0	5	0	0	5
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	10	0	0	10

Location: Fullerton
 N/S: State College Boulevard
 E/W: Cypress Way



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound Cypress Way			Northbound State College Boulevard			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	4	0	0	0	0	6

	Southbound State College Boulevard			Westbound Cypress Way			Northbound State College Boulevard			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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

Start Time	State College Boulevard Southbound						East Orangethorpe Avenue Westbound						State College Boulevard Northbound						East Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	25	257	20	0	302	30	72	8	3	110	45	104	15	7	164	28	105	44	12	177	22	753	775	
07:15 AM	26	244	24	6	294	36	92	15	9	143	30	134	24	9	188	33	125	45	10	203	34	828	862	
07:30 AM	18	212	21	3	251	50	106	14	4	170	70	136	13	6	219	49	169	55	13	273	26	913	939	
07:45 AM	27	180	32	3	239	48	145	12	2	205	65	163	20	8	248	66	160	39	3	265	16	957	973	
Total	96	893	97	12	1086	164	415	49	18	628	210	537	72	30	819	176	559	183	38	918	98	3451	3549	
08:00 AM	16	173	25	4	214	47	149	16	2	212	49	164	24	10	237	54	140	55	8	249	24	912	936	
08:15 AM	22	154	23	1	199	40	106	11	1	157	44	120	19	8	183	34	132	40	17	206	27	745	772	
08:30 AM	26	170	36	8	232	37	109	11	3	157	58	147	26	14	231	30	116	41	16	187	41	807	848	
08:45 AM	23	148	25	4	196	39	120	16	6	175	52	108	25	11	185	41	100	32	10	173	31	729	760	
Total	87	645	109	17	841	163	484	54	12	701	203	539	94	43	836	159	488	168	51	815	123	3193	3316	
Grand Total	183	1538	206	29	1927	327	899	103	30	1329	413	1076	166	73	1655	335	1047	351	89	1733	221	6644	6865	
Approch %	9.5	79.8	10.7			24.6	67.6	7.8			25	65	10			19.3	60.4	20.3						
Total %	2.8	23.1	3.1		29	4.9	13.5	1.6		20	6.2	16.2	2.5		24.9	5	15.8	5.3		3.2		96.8		
Passenger Vehicles	169	1495	194		1885	297	847	86		1259	391	1033	154		1649	331	976	313		1699	0	0	6492	
Large 2 Axle Vehicles	92.3	97.2	94.2		93.1	90.8	94.2	83.5		96.7	94.7	96	92.8		97.3	98.8	93.2	89.2		88.8	0	0	94.6	
3 Axle Vehicles	4	20	7		33	10	36	5		52	11	16	7		35	4	50	28		89	0	0	209	
4+ Axle Trucks	2.2	1.3	3.4		6.9	1.7	3.1	4		3.8	2.7	1.5	4.2		1.4	1.2	4.8	8		7.9	0	0	3	
% 3 Axle Vehicles	1	7	1		9	8	2	0		10	2	8	0		10	0	1	3		6	0	0	35	
% 4+ Axle Trucks	0.5	0.5	0.5		0.5	2.4	0.2	0		0.7	0.5	0.7	0		0.6	0	0.1	0.9		2.2	0	0	0.5	
% 4+ Axle Trucks	9	16	4		29	12	14	12		38	9	19	5		34	0	20	7		28	0	0	129	
% 4+ Axle Trucks	4.9	1	1.9		0	3.7	1.6	11.7		0	2.2	1.8	3		1.4	0	1.9	2		1.1	0	0	1.9	
PHF	.806	.829	.797		.849	.905	.826	.891		.861	.764	.910	.844		.899	.765	.879	.882		.907	.907		.943	

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

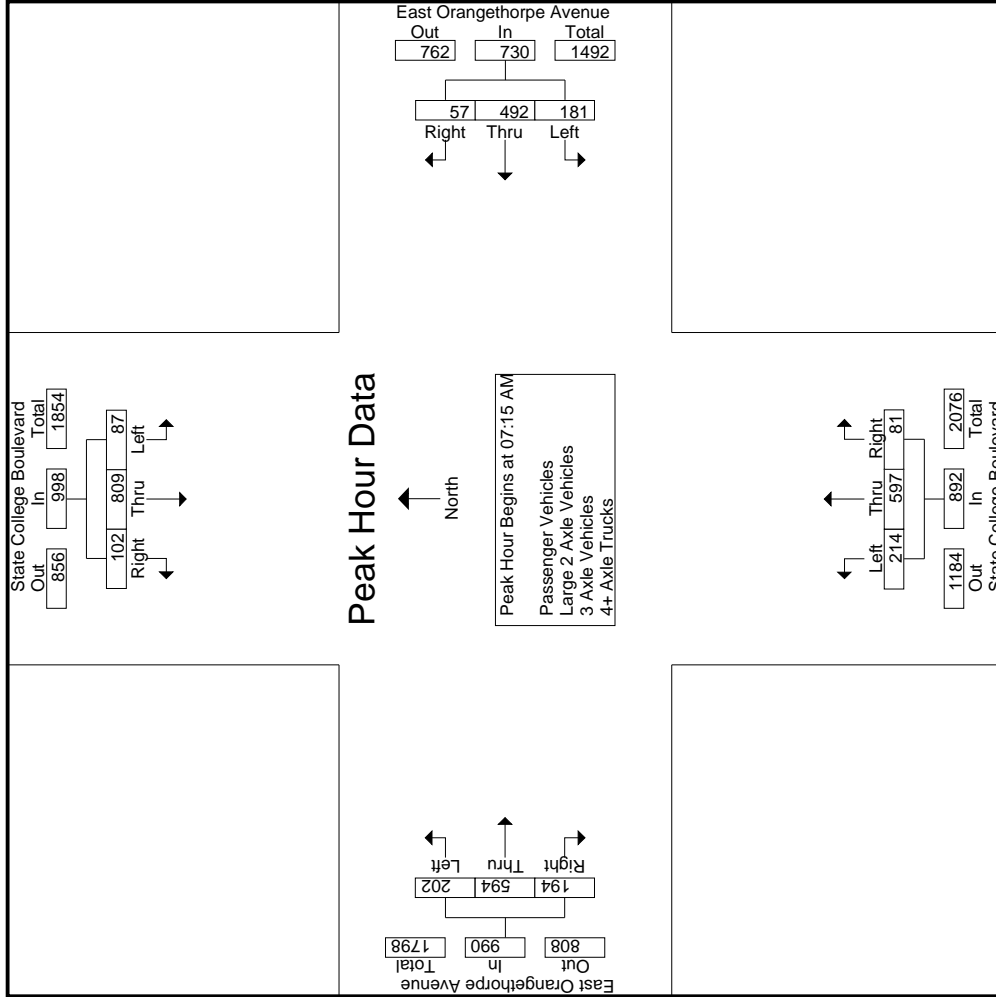
Peak Hour for Entire Intersection Begins at 07:15 AM

Start Time	State College Boulevard Southbound			East Orangethorpe Avenue Westbound			State College Boulevard Northbound			East Orangethorpe Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
07:15 AM	26	244	24	36	92	15	30	134	24	188	125	45
07:30 AM	18	212	21	50	106	14	70	136	13	219	169	55
07:45 AM	27	180	32	48	145	12	65	163	20	248	160	39
08:00 AM	16	173	25	47	149	16	49	164	24	237	140	55
Total Volume	87	809	102	181	492	57	214	597	81	892	594	194
% App. Total	8.7	81.1	10.2	24.8	67.4	7.8	24	66.9	9.1	20.4	60	19.6
PHF	.806	.829	.797	.905	.826	.891	.764	.910	.844	.899	.879	.882

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

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

File Name : 12_FLN_STC_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	5	0	0	6	0	3	1	0	4	1	1	1	0	3	2	3	0	0	5	0	18	18
07:15 AM	2	2	0	0	4	3	3	0	0	6	0	2	3	0	5	1	6	0	0	7	0	22	22
07:30 AM	0	2	1	0	3	1	3	2	1	6	1	1	0	0	2	0	5	1	1	6	2	17	19
07:45 AM	0	4	0	0	4	1	7	0	0	8	2	1	0	0	3	0	6	2	0	8	0	23	23
Total	3	13	1	0	17	5	16	3	1	24	4	5	4	0	13	3	20	3	1	26	2	80	82
08:00 AM	0	1	2	0	3	0	7	0	0	7	3	4	0	0	7	0	7	9	1	16	1	33	34
08:15 AM	0	3	0	0	3	1	2	0	0	3	2	1	0	0	3	0	7	6	2	13	2	22	24
08:30 AM	0	1	2	1	3	2	6	1	0	9	0	3	1	1	4	1	9	6	1	16	3	32	35
08:45 AM	1	2	2	1	5	2	5	1	0	8	2	3	2	0	7	0	7	4	2	11	3	31	34
Total	1	7	6	2	14	5	20	2	0	27	7	11	3	1	21	1	30	25	6	56	9	118	127
Grand Total	4	20	7	2	31	10	36	5	1	51	11	16	7	1	34	4	50	28	7	82	11	198	209
Apprch %	12.9	64.5	22.6			19.6	70.6	9.8			32.4	47.1	20.6			4.9	61	34.1		41.4	5.3	94.7	
Total %	2	10.1	3.5		15.7	5.1	18.2	2.5		25.8	5.6	8.1	3.5		17.2	2	25.3	14.1					

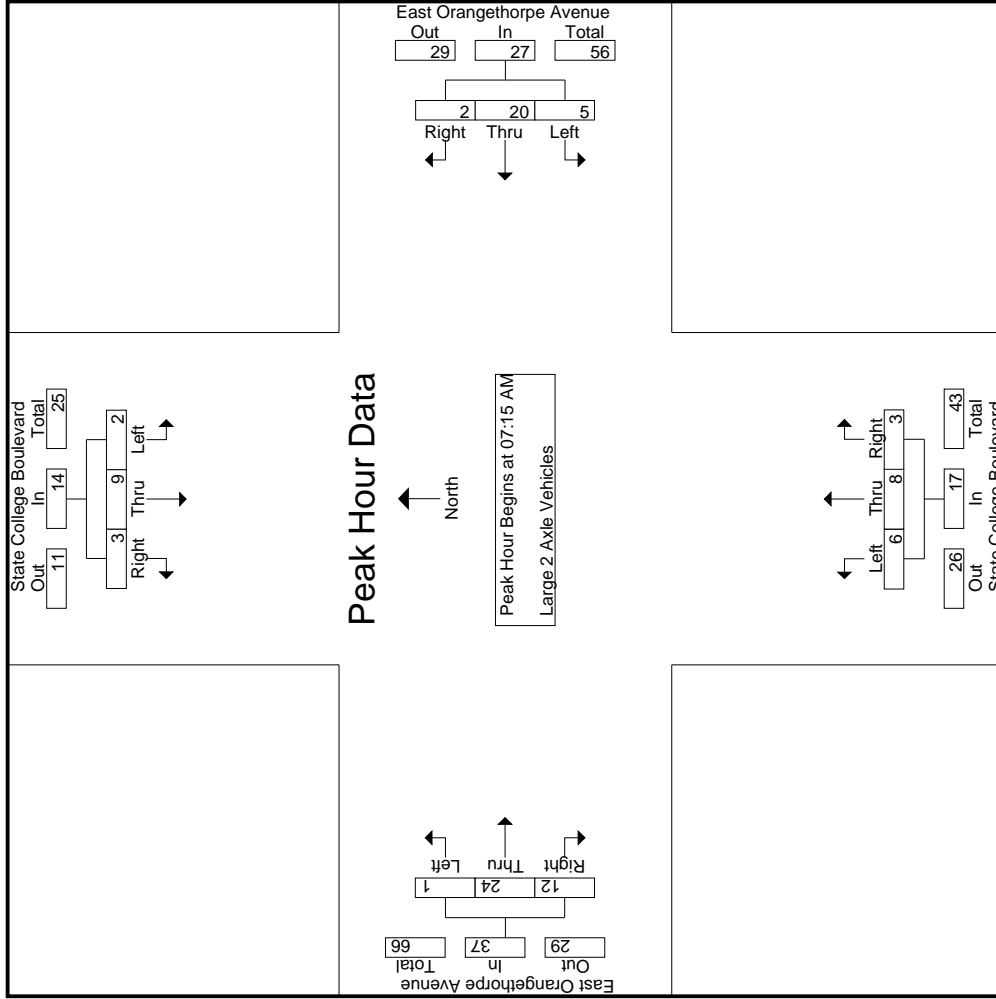
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	2	2	0	0	4	3	3	0	6	6	0	2	3	5	5	1	6	0	7	0	7	7	22
07:30 AM	0	2	1	1	3	1	3	2	6	6	1	1	0	0	2	0	5	1	1	6	1	6	17
07:45 AM	0	4	0	0	4	1	7	0	8	8	2	1	0	0	3	0	6	2	0	8	2	8	23
08:00 AM	0	1	2	1	3	0	7	0	7	7	3	4	0	0	7	0	7	9	1	16	9	16	33
Total Volume	2	9	3	14	14	5	20	2	27	27	6	8	3	17	17	1	24	12	37	32.4	37	95	
% App. Total	14.3	64.3	21.4			18.5	74.1	7.4			35.3	47.1	17.6			2.7	64.9	32.4					
PHF	.250	.563	.375	.875	.844	.417	.714	.250	.844	.607	.250	.500	.250	.607	.333	.250	.857	.578					.720

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

Counts Unlimited
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City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

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 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	2	0	0	0	1	2	1	6	7
07:15 AM	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2
07:45 AM	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	0	2	0	0	2	5	2	0	0	7	1	2	0	0	3	0	0	3	2	3	2	15	17
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	1	1	0	0	2	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	0	5	5
08:30 AM	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	5	5
08:45 AM	0	3	1	0	4	1	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	7	7
Total	1	5	1	0	7	3	0	0	0	3	1	6	0	0	7	0	1	0	0	1	0	18	18
Grand Total	1	7	1	0	9	8	2	0	0	10	2	8	0	0	10	0	1	3	2	4	2	33	35
Approch %	11.1	77.8	11.1			80	20	0		30.3	20	80	0		30.3	0	25	75		12.1	5.7	94.3	
Total %	3	21.2	3		27.3	24.2	6.1	0		30.3	6.1	24.2	0		30.3	0	3	9.1					

3.1-207

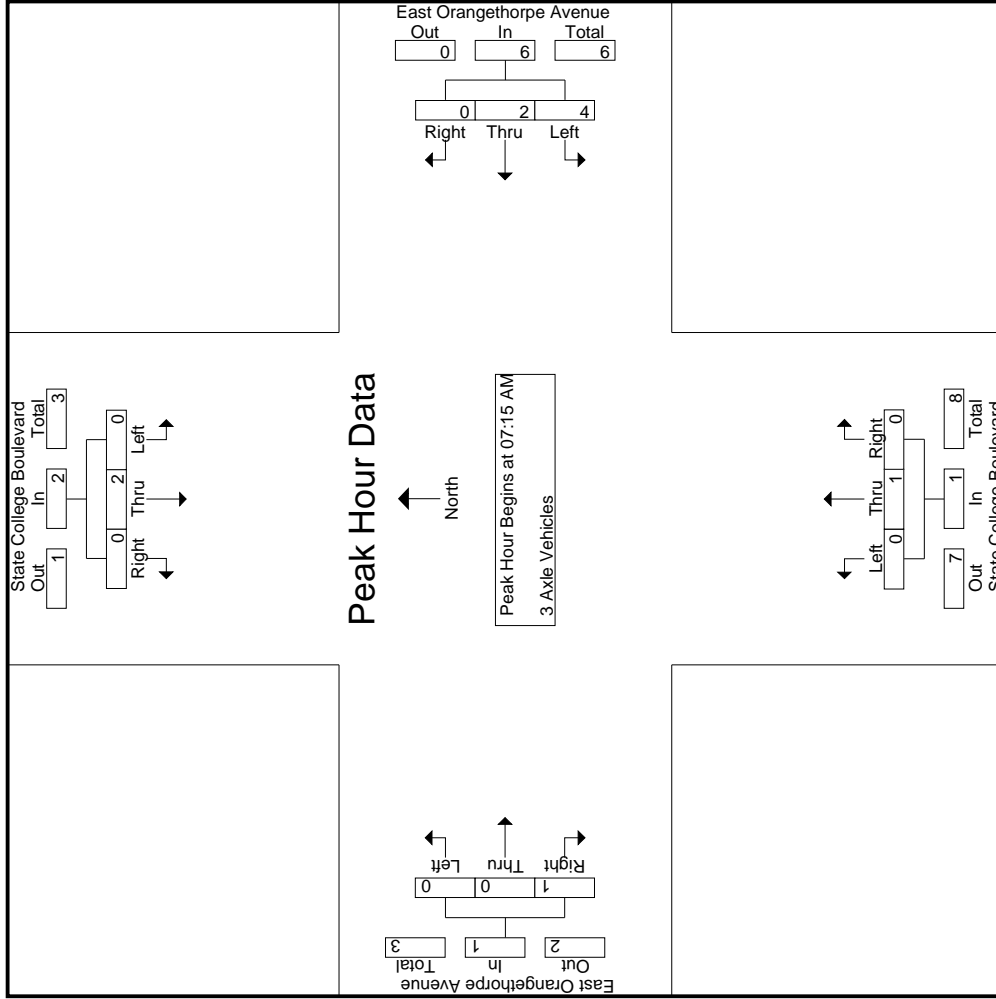
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
07:45 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	4	
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	2	0	0	2	4	2	0	0	6	0	0	1	0	1	0	0	0	0	1	0	1	10	
% App. Total	0	100	0	0	0	66.7	33.3	0	0	100	0	100	0	0	100	0	0	0	100	0	.250	.250	.625	
PHF	.000	.500	.000	.000	.500	.500	.500	.000	.000	.500	.000	.250	.000	.000	.250	.000	.000	.000	.250	.250	.250	.250	.625	

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

Counts Unlimited
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City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	2	0	0	2	1	2	1	0	4	0	0	0	1	1	0	1	3	0	4	0	11	11	11
07:15 AM	1	2	0	0	3	0	2	2	0	4	3	3	1	1	7	0	4	0	4	1	18	18	19	
07:30 AM	0	1	0	0	1	1	2	2	0	5	1	3	0	0	4	0	2	1	0	3	0	13	13	
07:45 AM	3	1	1	0	5	1	1	1	0	3	0	2	0	0	2	0	4	1	0	5	0	15	15	
Total	4	6	1	0	11	3	7	6	0	16	4	8	2	1	14	0	11	5	0	16	1	57	58	
08:00 AM	0	4	0	0	4	2	1	3	0	6	1	1	1	0	3	0	2	1	0	3	0	16	16	
08:15 AM	1	2	1	0	4	3	1	1	0	5	0	2	1	0	3	0	2	1	1	3	1	15	16	
08:30 AM	2	2	1	0	5	3	3	1	0	7	1	6	0	0	7	0	3	0	0	3	0	22	22	
08:45 AM	2	2	1	0	5	1	2	1	0	4	3	2	1	0	6	0	2	0	0	2	0	17	17	
Total	5	10	3	0	18	9	7	6	0	22	5	11	3	0	19	0	9	2	1	11	1	70	71	
Grand Total	9	16	4	0	29	12	14	12	0	38	9	19	5	1	33	0	20	7	1	27	2	127	129	
Apprch %	31	55.2	13.8			31.6	36.8	31.6			27.3	57.6	15.2			0	74.1	25.9		21.3	1.6	98.4		
Total %	7.1	12.6	3.1		22.8	9.4	11	9.4		29.9	7.1	15	3.9		26	0	15.7	5.5						

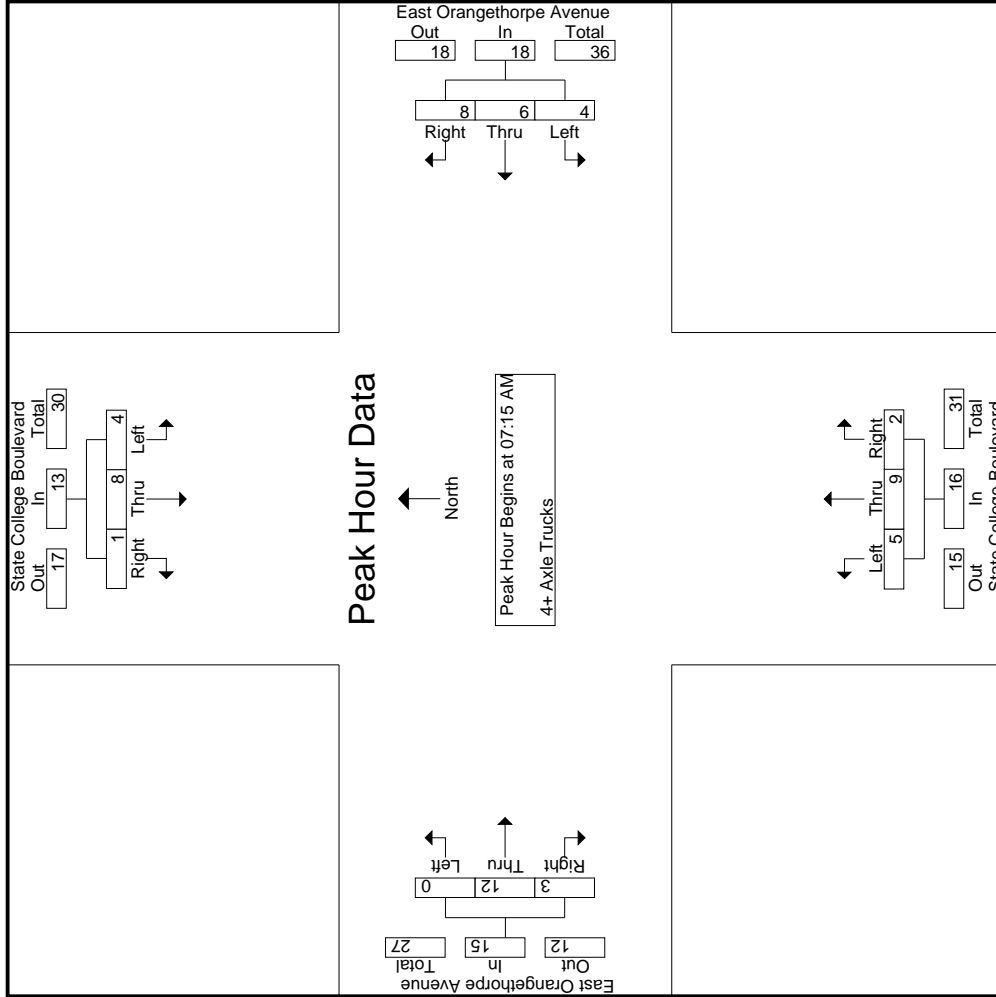
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	1	2	0	0	3	0	0	2	4	6	3	3	1	7	11	0	4	0	4	0	4	0	4	18
07:30 AM	0	1	0	0	1	1	2	2	0	5	1	3	0	0	4	0	2	1	1	3	1	3	13	
07:45 AM	3	1	1	0	5	2	1	1	0	4	0	2	0	2	6	0	4	1	0	5	0	5	15	
08:00 AM	0	4	0	0	4	2	1	1	0	3	1	1	1	1	3	0	2	1	0	3	0	3	16	
Total Volume	4	8	1	0	13	4	6	8	0	18	5	9	2	2	16	0	12	3	0	15	0	62	62	
% App. Total	30.8	61.5	7.7			22.2	33.3	44.4			31.2	56.2	12.5			0	80	20						
PHF	.333	.500	.250		.650	.500	.750	.667		.750	.417	.750	.500		.571	.000	.750	.750		.750		.750	.861	

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

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City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Om AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



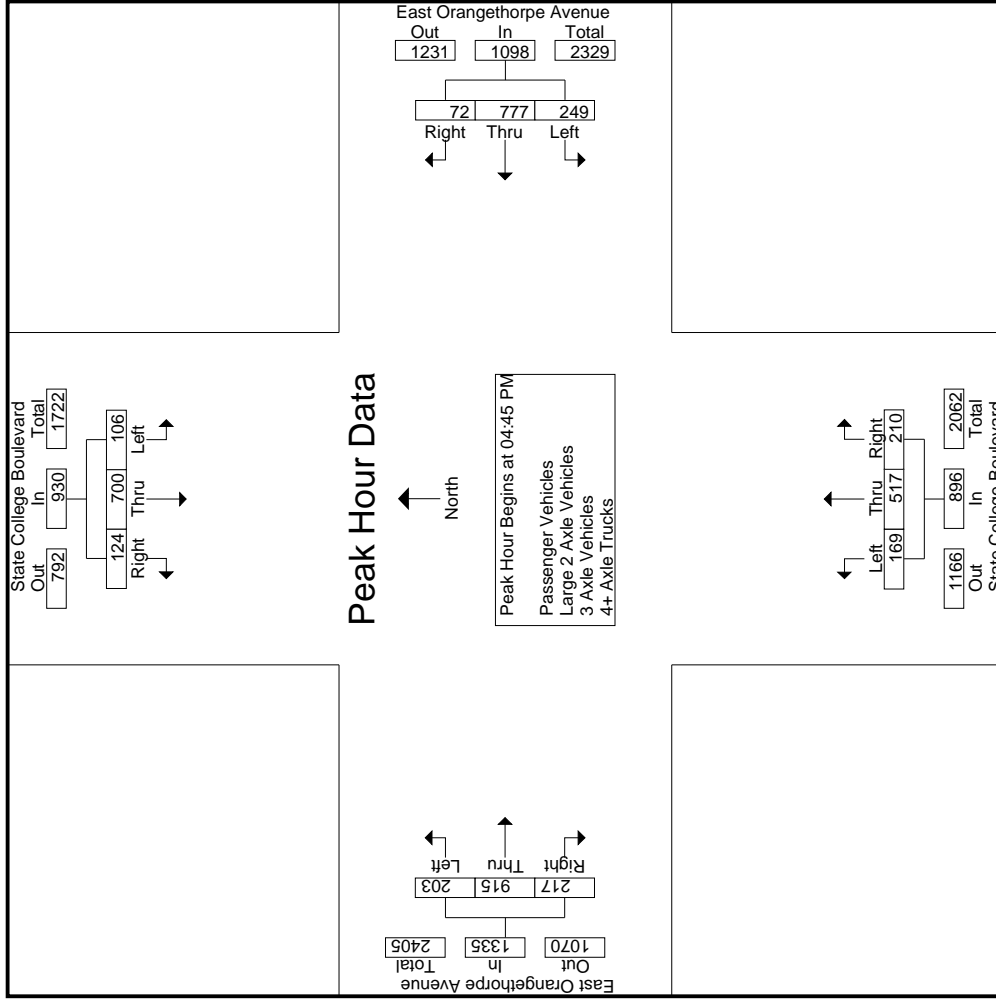
Start Time	State College Boulevard Southbound								State College Boulevard Northbound								East Orangethorpe Avenue Westbound								State College Boulevard Eastbound								East Orangethorpe Avenue Eastbound							
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Exclu. Total		Inclu. Total		Int. Total					
04:00 PM	29	222	40	3	291	51	177	17	2	245	39	123	37	15	199	43	230	68	12	341	43	230	68	12	341	32	1076	39	956	1108										
04:15 PM	38	165	30	4	233	38	161	16	4	215	33	100	54	12	187	45	213	63	19	321	45	213	63	19	321	39	966	995												
04:30 PM	24	174	34	2	232	61	157	22	8	240	32	122	45	14	199	42	238	73	22	353	42	238	73	22	353	46	1024	1070												
04:45 PM	30	150	31	5	211	58	188	16	5	262	48	125	46	16	219	58	234	59	11	351	58	234	59	11	351	37	1043	1080												
Total	121	711	135	14	967	208	683	71	19	962	152	470	182	57	804	188	915	263	64	1366	188	915	263	64	1366	154	4099	4253												
05:00 PM	36	211	34	6	281	65	183	19	2	267	46	123	41	15	210	52	218	68	14	338	52	218	68	14	338	37	1096	1133												
05:15 PM	21	182	32	1	235	61	215	13	3	289	38	129	58	12	225	44	242	45	4	331	44	242	45	4	331	20	1080	1100												
05:30 PM	19	157	27	4	203	65	191	24	2	280	37	140	65	27	242	49	221	45	15	315	49	221	45	15	315	48	1040	1088												
05:45 PM	24	142	43	10	209	68	149	25	3	242	50	135	71	20	256	44	204	53	15	301	44	204	53	15	301	48	1008	1056												
Total	100	692	136	21	928	259	738	81	10	1078	171	527	235	74	933	189	885	211	48	1285	189	885	211	48	1285	153	4224	4377												
Grand Total	221	1403	271	35	1895	467	1421	152	29	2040	323	997	417	131	1737	377	1800	474	112	2651	377	1800	474	112	2651	307	8323	8630												
Approch %	11.7	74	14.3		22.8	22.9	69.7	7.5		24.5	18.6	57.4	24		20.9	14.2	67.9	17.9		31.9	14.2	67.9	17.9		31.9	3.6	96.4													
Total %	208	1384	270		1897	437	1369	151		1986	294	961	409		1795	367	1745	448		2667	367	1745	448		2667	0	0	8345												
Passenger Vehicles	94.1	98.6	99.6	100	98.3	93.6	96.3	99.3	100	96	91	96.4	98.1	100	96.1	97.3	96.9	94.5	95.5	96.5	97.3	96.9	94.5	95.5	96.5	0	0	96.7												
Large 2 Axle Vehicles	4	5	0	0	9	12	24	0	0	36	13	19	4	4	36	3	20	11	36	36	3	20	11	36	0	0	117													
% Large 2 Axle Vehicles	1.8	0.4	0	0	0.5	2.6	1.7	0	0	1.7	4	1.9	1	0	1.9	0.8	1.1	2.3	1.8	1.3	0.8	1.1	2.3	1.8	1.3	0	0	1.4												
3 Axle Vehicles	7	5	1		13	5	9	0		14	7	5	0		12	5	17	5		29	5	17	5		29	0	0	68												
% 3 Axle Vehicles	3.2	0.4	0.4	0	0.7	1.1	0.6	0	0	0.7	2.2	0.5	0	0	0.6	1.3	0.9	1.1	1.8	1	1.3	0.9	1.1	1.8	1	0	0	0.8												
4+ Axle Trucks	2	9	0	0	11	13	19	1		33	9	12	4		25	2	18	10		31	2	18	10		31	0	0	100												
% 4+ Axle Trucks	0.9	0.6	0	0	0.6	2.8	1.3	0.7	0	1.6	2.8	1.2	1	0	1.3	0.5	1	2.1	0.9	1.1	0.5	1	2.1	0.9	1.1	0	0	1.2												
PHF	.736	.829	.912	.827	.958	.903	.750	.950	.880	.923	.808	.926	.875	.798	.951	.926	.875	.798	.951	.926	.875	.798	.951	.926	.875	.798	.951													

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Om PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 12_FLN_STC_Om PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	3	7	0	0	10	2	1	0	0	3	0	3	0	0	3	0	0	16	16
04:15 PM	1	0	0	0	1	0	2	0	0	2	0	5	0	0	5	1	3	2	0	6	0	14	14	
04:30 PM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	1	4	1	0	6	0	11	11	
04:45 PM	0	2	0	0	2	1	5	0	0	6	2	6	1	0	9	1	3	1	0	5	0	22	22	
Total	1	3	0	0	4	4	16	0	0	20	6	12	1	0	19	3	13	4	0	20	0	63	63	
05:00 PM	1	2	0	0	3	2	2	0	0	4	0	2	0	0	2	0	3	1	0	4	0	13	13	
05:15 PM	1	0	0	0	1	2	2	0	0	4	3	1	1	0	5	0	3	2	0	5	0	15	15	
05:30 PM	0	0	0	0	0	4	1	0	0	5	0	3	0	0	3	0	0	1	1	1	1	9	10	
05:45 PM	1	0	0	0	1	0	3	0	0	3	4	1	2	0	7	0	1	3	1	4	1	15	16	
Total	3	2	0	0	5	8	8	0	0	16	7	7	3	0	17	0	7	7	2	14	2	52	54	
Grand Total	4	5	0	0	9	12	24	0	0	36	13	19	4	0	36	3	20	11	2	34	2	115	117	
Approch %	44.4	55.6	0	0	0	33.3	66.7	0	0	36.1	52.8	11.1	0	0	31.3	8.8	58.8	32.4	0	29.6	1.7	98.3		
Total %	3.5	4.3	0	0	7.8	10.4	20.9	0	0	31.3	11.3	16.5	3.5	0	31.3	2.6	17.4	9.6	0	29.6	1.7	98.3		

3.1-213

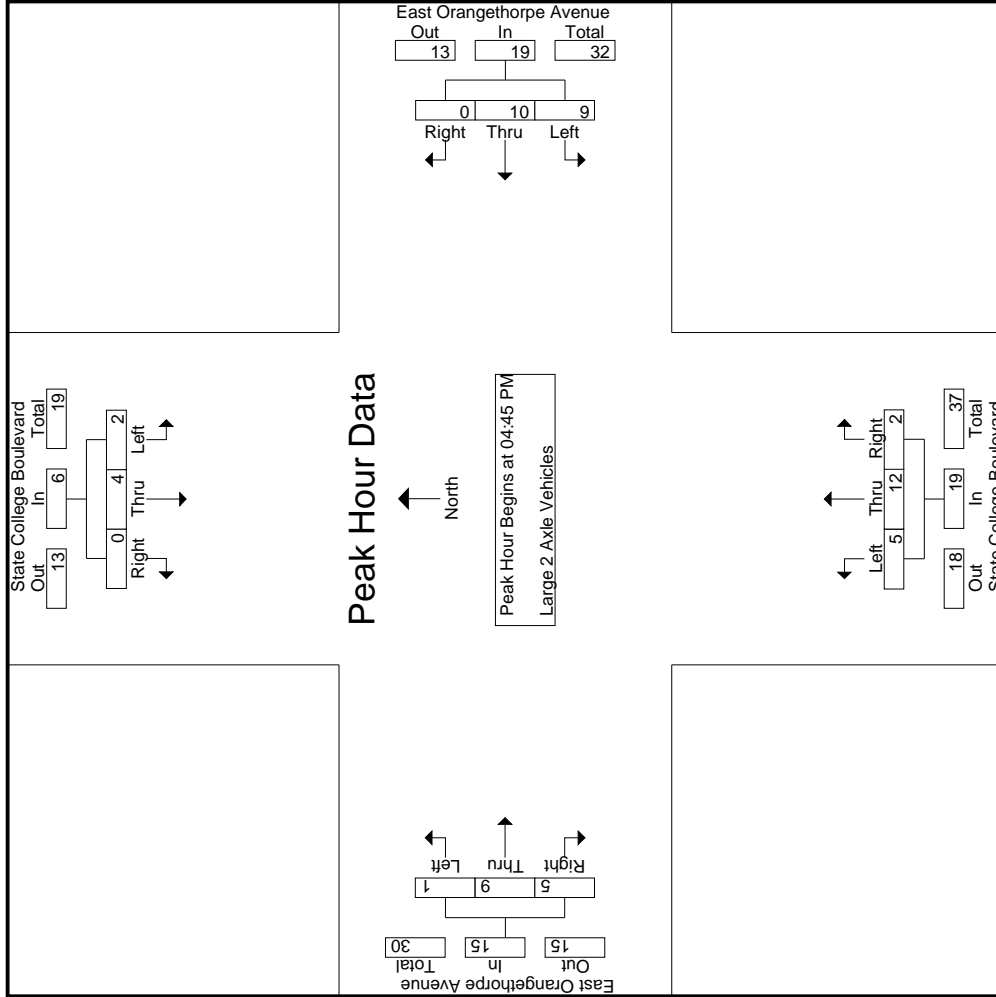
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	2	0	0	2	1	5	0	0	6	2	6	1	0	9	1	3	1	0	5	0	5	5
05:00 PM	1	2	0	0	3	2	2	0	0	4	0	2	0	0	2	0	3	1	0	3	1	4	4
05:15 PM	1	0	0	0	1	2	2	0	0	4	3	1	1	0	5	0	3	0	0	3	2	5	15
05:30 PM	0	0	0	0	0	4	1	0	0	5	0	3	0	0	3	0	0	1	1	1	1	1	9
Total Volume	2	4	0	0	6	9	10	0	0	19	5	12	2	0	19	1	9	5	0	15	5	15	59
% App. Total	33.3	66.7	0	0	0	47.4	52.6	0	0	0	26.3	63.2	10.5	0	33.3	6.7	60	33.3	0	33.3	1.7	98.3	
PHF	.500	.500	.000	.000	.500	.563	.500	.000	.000	.792	.417	.500	.500	.000	.528	.250	.750	.625	.000	.750	1.7	98.3	.670

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Om PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 12_FLN_STC_Om_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	0	0	3	1	2	0	0	3	4	1	0	0	5	0	3	1	0	4	0	15	15
04:15 PM	1	0	0	0	1	1	2	0	0	3	0	1	0	0	1	0	2	2	1	4	1	9	10
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	1	0	3	0	5	5
04:45 PM	1	1	0	0	2	1	1	0	0	2	1	0	0	1	2	2	2	0	0	4	0	9	9
Total	3	3	0	0	6	3	5	0	0	8	6	3	0	9	9	3	8	4	1	15	1	38	39
05:00 PM	4	0	0	0	4	0	1	0	0	1	1	0	0	1	1	0	1	1	1	2	1	8	9
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	0	5	5
05:30 PM	0	1	1	0	2	1	0	0	0	1	0	1	0	1	1	0	4	0	0	4	0	8	8
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	0	7	7
Total	4	2	1	0	7	2	4	0	0	6	1	2	0	3	3	2	9	1	1	12	1	28	29
Grand Total	7	5	1	0	13	5	9	0	0	14	7	5	0	0	12	5	17	5	2	27	2	66	68
Approch %	53.8	38.5	7.7	1.5	19.7	35.7	64.3	0	0	21.2	58.3	41.7	0	0	18.2	18.5	63	18.5	7.6	40.9	2.9	97.1	
Total %	10.6	7.6	1.5			7.6	13.6	0			10.6	7.6	0			7.6	25.8	7.6					

3.1-215

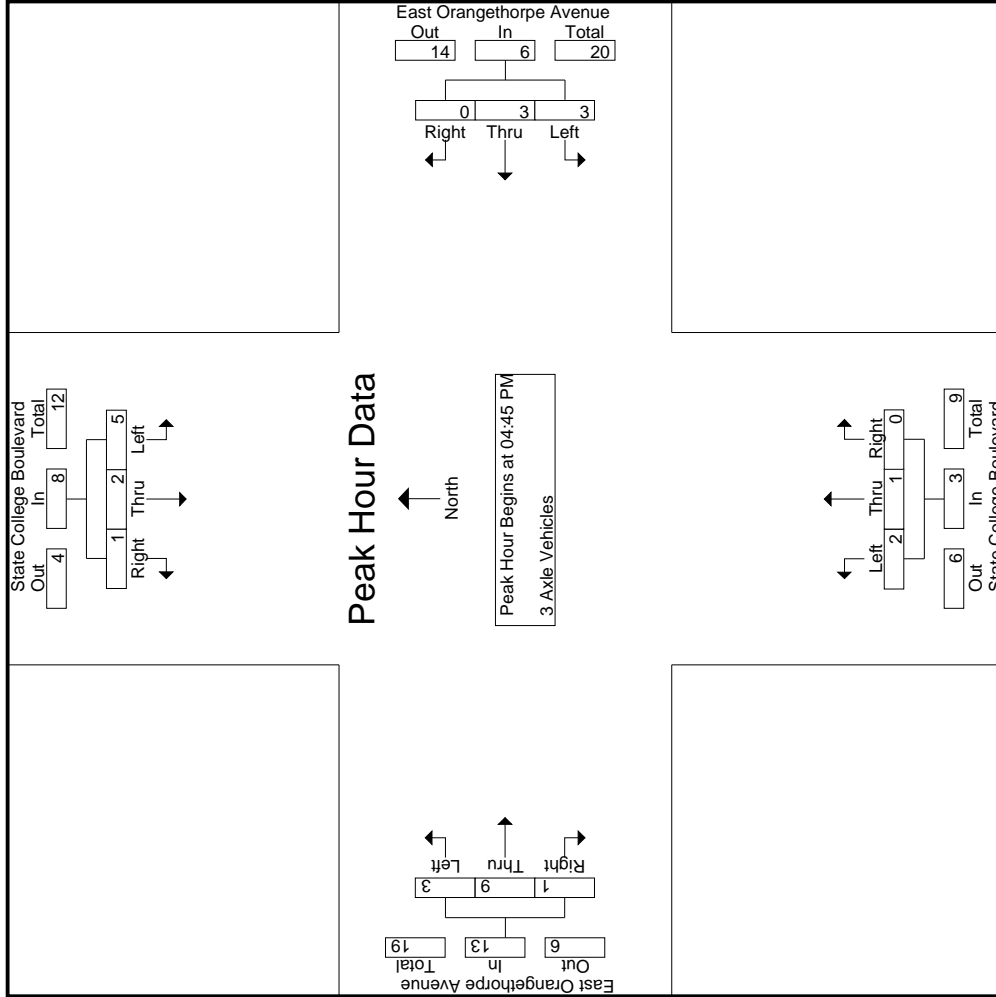
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	1	1	0	0	2	1	1	0	0	2	1	0	0	0	1	2	2	0	0	4	0	4	9
05:00 PM	4	0	0	0	4	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	2	8
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
05:30 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	1	1	0	0	0	2	0	4	8
Total Volume	5	2	1	0	8	3	3	0	0	6	2	1	0	0	3	3	9	1	13	9	1	30	30
% App. Total	62.5	25	12.5			66.7	33.3	0	0		66.7	33.3	0	0		23.1	69.2	7.7					
PHF	.313	.500	.250		.500	.750	.750	.000		.750	.500	.250	.000		.750	.375	.563	.250		.813			.833

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Om PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	2	4	1	0	7	2	5	0	0	7	0	1	3	0	4	0	19	19
04:15 PM	0	1	0	0	1	1	3	0	0	4	1	1	0	0	2	0	6	1	0	7	0	14	14
04:30 PM	0	0	0	0	0	1	0	0	0	1	2	1	2	0	5	0	3	1	0	4	0	10	10
04:45 PM	0	0	0	0	0	4	2	0	0	6	1	0	0	0	1	0	2	2	1	4	1	11	12
Total	0	2	0	0	2	8	9	1	0	18	6	7	2	0	15	0	12	7	1	19	1	54	55
05:00 PM	0	4	0	0	4	2	3	0	0	5	0	2	1	0	3	0	1	0	0	1	0	13	13
05:15 PM	2	2	0	0	4	1	5	0	0	6	0	0	0	0	0	0	3	1	0	4	0	14	14
05:30 PM	0	0	0	0	0	1	1	0	0	1	1	1	0	0	2	1	1	1	0	3	0	6	6
05:45 PM	0	1	0	0	1	1	2	0	0	3	2	2	1	0	5	1	1	1	0	3	0	12	12
Total	2	7	0	0	9	5	10	0	0	15	3	5	2	0	10	2	6	3	0	11	0	45	45
Grand Total	2	9	0	0	11	13	19	1	0	33	9	12	4	0	25	2	18	10	1	30	1	99	100
Approch %	18.2	81.8	0	0	0	39.4	57.6	3	0	33.3	36	48	16	0	25.3	6.7	60	33.3	0	30.3	1	99	100
Total %	2	9.1	0	0	11.1	13.1	19.2	1	0	33.3	9.1	12.1	4	0	25.3	2	18.2	10.1	0	30.3	1	99	100

3.1-217

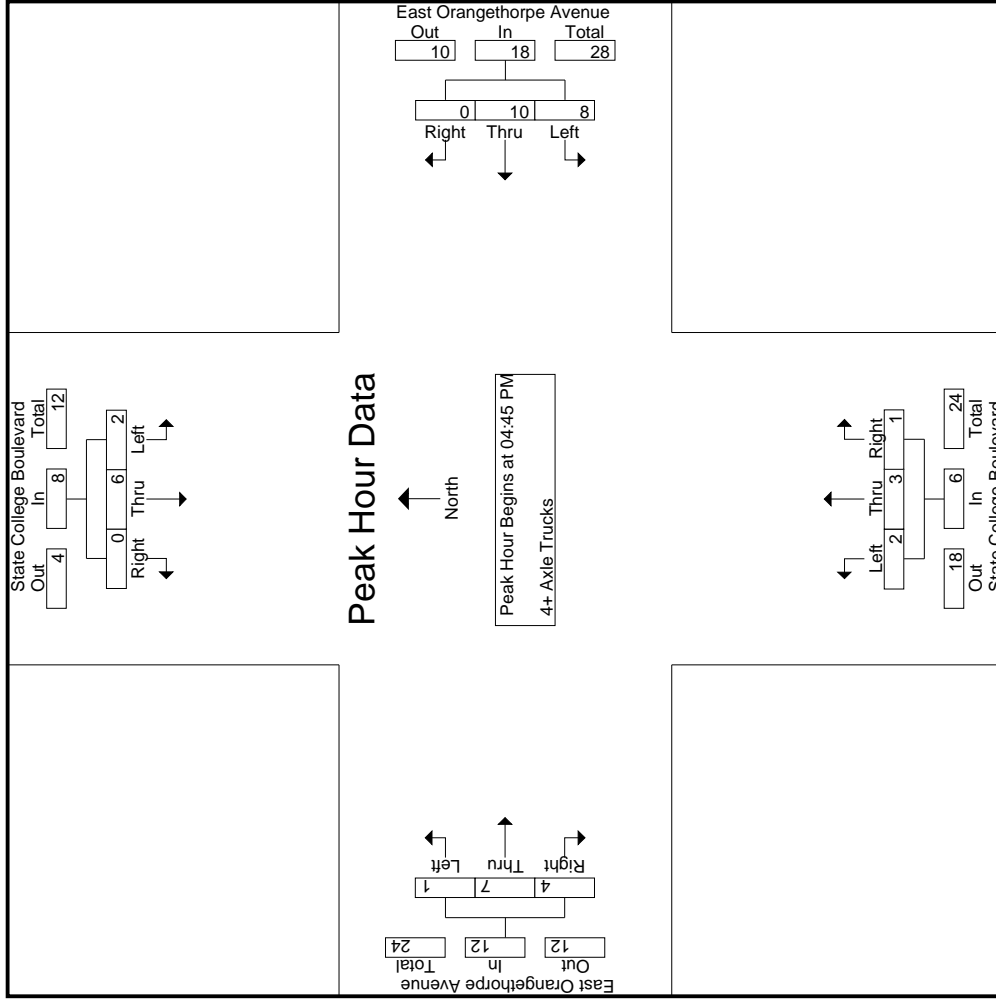
Start Time	State College Boulevard Southbound					East Orangethorpe Avenue Westbound					State College Boulevard Northbound					East Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	4	2	3	0	0	6	1	0	0	1	0	0	0	0	2	2	4	11
05:00 PM	0	4	0	0	4	2	3	0	0	5	0	5	0	0	1	3	0	0	0	1	0	1	13
05:15 PM	2	2	0	0	4	1	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	4	14
05:30 PM	0	0	0	0	0	1	1	0	0	1	1	1	0	0	2	1	1	1	0	3	0	6	6
Total Volume	2	6	0	0	8	8	10	0	0	18	2	3	1	0	6	1	7	4	0	12	0	44	44
% App. Total	.250	.375	.000	.000	.500	.333	.500	.000	.000	.750	.333	.500	.167	.250	.375	.250	.583	.333	.500	.750	.000	.786	.786
PHF	.250	.375	.000	.000	.500	.333	.500	.000	.000	.750	.333	.500	.167	.250	.375	.250	.583	.333	.500	.750	.000	.786	.786

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: East Orangethorpe Avenue
 Weather: Clear

File Name : 12_FLN_STC_Om PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: State College Boulevard
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg E Orangethorpe Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg E Orangethorpe Avenue Pedestrians	
7:00 AM	4	2	0	0	6
7:15 AM	1	1	2	2	6
7:30 AM	2	0	2	3	7
7:45 AM	2	2	0	4	8
8:00 AM	0	1	0	2	3
8:15 AM	0	1	2	2	5
8:30 AM	1	2	8	0	11
8:45 AM	1	2	0	3	6
TOTAL VOLUMES:	11	11	14	16	52

	North Leg State College Boulevard Pedestrians	East Leg E Orangethorpe Avenue Pedestrians	South Leg State College Boulevard Pedestrians	West Leg E Orangethorpe Avenue Pedestrians	
4:00 PM	4	2	0	1	7
4:15 PM	0	0	1	2	3
4:30 PM	0	2	1	0	3
4:45 PM	1	4	0	0	5
5:00 PM	0	4	1	0	5
5:15 PM	1	3	0	1	5
5:30 PM	4	3	4	1	12
5:45 PM	2	2	1	1	6
TOTAL VOLUMES:	12	20	8	6	46

Location: Fullerton
 N/S: State College Boulevard
 E/W: E Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound E Orangethorpe Avenue			Northbound State College Boulevard			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound State College Boulevard			Westbound E Orangethorpe Avenue			Northbound State College Boulevard			Eastbound E Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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

File Name : 13_FLN_STC_91W AM
Site Code : 05120182
Start Date : 3/12/2020
Page No : 1

City of Fullerton
N/S: State College Boulevard
E/W: SR-91 Westbound Ramps
Weather: Clear

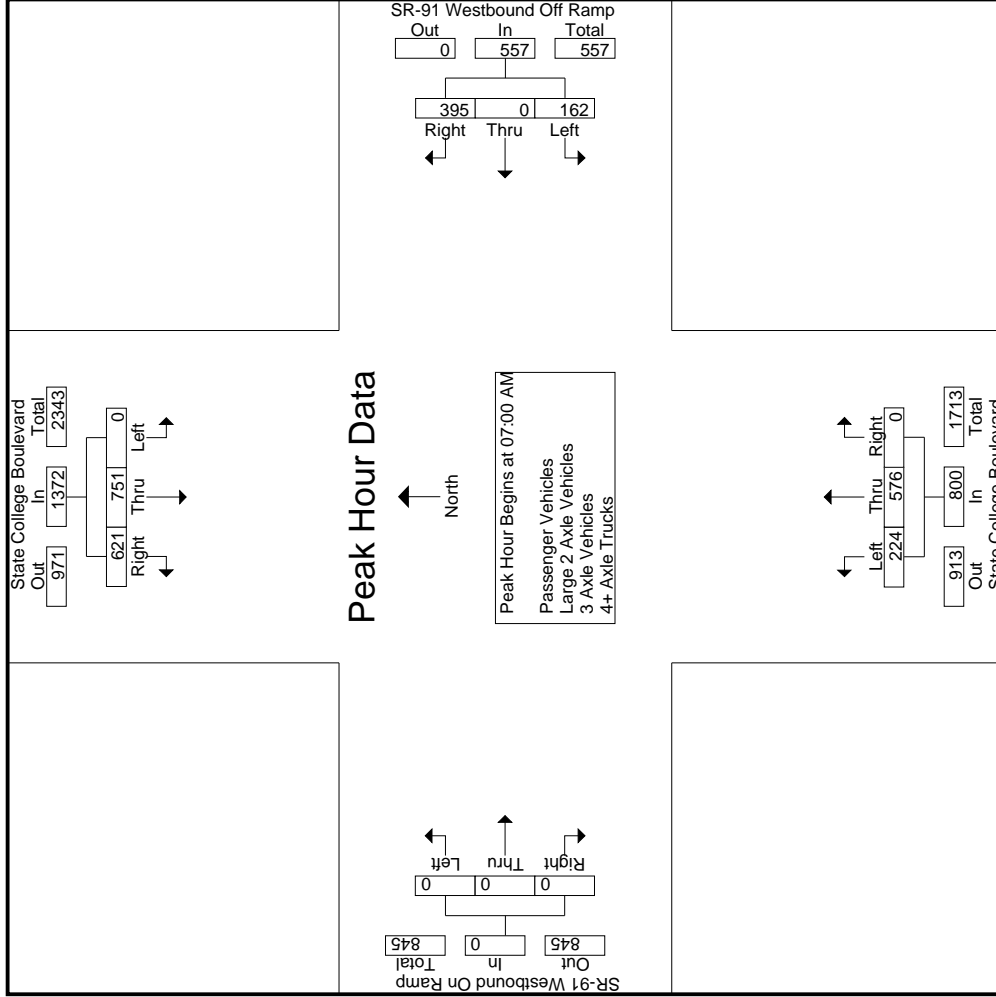
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																			
Start Time	State College Boulevard Southbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
																			Westbound
07:00 AM	0	202	165	18	367	30	0	89	20	119	54	122	0	0	176	0	0	0	0
07:15 AM	0	196	167	38	363	37	0	65	13	102	66	146	0	0	212	0	0	0	0
07:30 AM	0	210	146	35	356	45	0	111	21	156	47	157	0	0	204	0	0	0	0
07:45 AM	0	143	143	37	286	50	0	130	13	180	57	151	0	0	208	0	0	0	0
Total	0	751	621	128	1372	162	0	395	67	557	224	576	0	0	800	0	0	0	0
08:00 AM	0	155	117	30	272	36	0	78	13	114	60	195	0	0	255	0	0	0	0
08:15 AM	0	135	127	25	262	35	0	88	25	123	44	141	0	0	185	0	0	0	0
08:30 AM	0	143	133	40	276	31	0	97	17	128	51	154	0	0	205	0	0	0	0
08:45 AM	0	135	112	22	247	35	0	98	23	133	53	132	0	0	185	0	0	0	0
Total	0	568	489	117	1057	137	0	361	78	498	208	622	0	0	830	0	0	0	0
Grand Total	0	1319	1110	245	2429	299	0	756	145	1055	432	1198	0	0	1630	0	0	0	0
Approch %	0	54.3	45.7			28.3	0	71.7		20.6	26.5	73.5	0	0	31.9	0	0	0	0
Total %	0	25.8	21.7		47.5	5.8	0	14.8		20.6	8.4	23.4	0	0	31.9	0	0	0	0
Passenger Vehicles	0	1247	1050		2528	290	0	719		1148	420	1134	0	0	1554	0	0	0	0
Passenger Vehicles	0	94.5	94.6		94.3	97	0	95.1		95.9	97.2	94.7	0	0	95.3	0	0	0	0
Large 2 Axle Vehicles	0	41	27		74	3	0	16		22	4	18	0	0	22	0	0	0	0
Large 2 Axle Vehicles	0	3.1	2.4		2.4	1	0	2.1		1.8	0.9	1.5	0	0	1.3	0	0	0	0
% 3 Axle Vehicles	0	11	5		17	2	0	4		7	4	15	0	0	19	0	0	0	0
% 3 Axle Vehicles	0	0.8	0.5		0.6	0.7	0	0.5		0.6	0.9	1.3	0	0	1.2	0	0	0	0
4+ Axle Trucks	0	20	28		55	4	0	17		23	4	31	0	0	35	0	0	0	0
% 4+ Axle Trucks	0	1.5	2.5		2.1	1.3	0	2.2		1.9	0.9	2.6	0	0	2.1	0	0	0	0
PHF		.000	.894		.930	.810	.000	.760		.774	.848	.917	.000	.000	.943	.000	.000	.000	.953

Start Time	State College Boulevard Southbound					SR-91 Westbound Off Ramp Westbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
																			Southbound	Southbound
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:00 AM																				
07:00 AM	0	202	165		367	30	0	89		119	54	122	0		176	0	0	0	0	
07:15 AM	0	196	167		363	37	0	65		102	66	146	0		212	0	0	0	0	
07:30 AM	0	210	146		356	45	0	111		156	47	157	0		204	0	0	0	0	
07:45 AM	0	143	143		286	50	0	130		180	57	151	0		208	0	0	0	0	
Total Volume	0	751	621		1372	162	0	395		557	224	576	0		800	0	0	0	0	
% App. Total	0	54.7	45.3		45.3	29.1	0	70.9		72	28	72	0		0	0	0	0	0	
PHF		.000	.894		.930	.810	.000	.760		.774	.848	.917	.000	.000	.943	.000	.000	.000	.953	

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

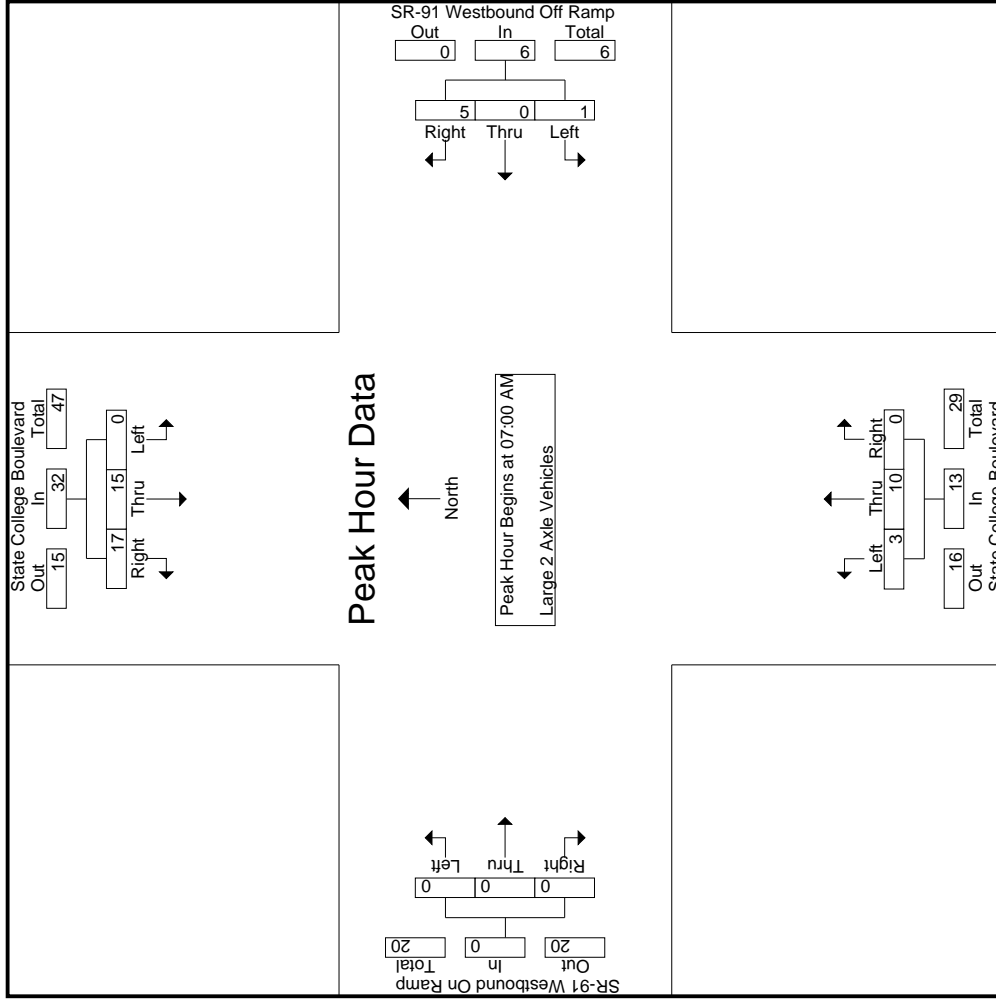
Start Time	State College Boulevard Southbound					SR-91 Westbound Off Ramp Westbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	0	6	2	1	8	1	0	0	1	2	0	1	0	0	1	0	0	0	0	0
07:15 AM	0	2	7	1	9	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0
07:30 AM	0	3	5	2	8	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0
07:45 AM	0	4	3	1	7	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0
Total	0	15	17	5	32	1	0	5	1	6	3	10	0	0	13	0	0	0	0	0
08:00 AM	0	7	1	0	8	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0
08:15 AM	0	7	0	0	7	1	0	2	1	3	1	2	0	0	3	0	0	0	0	0
08:30 AM	0	5	3	0	8	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0
08:45 AM	0	7	6	1	13	0	0	5	1	5	0	0	0	0	0	0	0	0	0	0
Total	0	26	10	1	36	2	0	11	2	13	1	8	0	0	9	0	0	0	0	0
Grand Total	0	41	27	6	68	3	0	16	3	19	4	18	0	0	22	0	0	0	0	0
Approch %	0	60.3	39.7			15.8	0	84.2			18.2	81.8	0		20.2	0	0	0		
Total %	0	37.6	24.8		62.4	2.8	0	14.7		17.4	3.7	16.5	0		20.2	0	0	0		7.6
																				92.4

Start Time	State College Boulevard Southbound					SR-91 Westbound Off Ramp Westbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:00 AM	0	6	2	1	8	1	0	0	1	2	0	1	0	0	1	0	0	0	0	0
07:15 AM	0	2	7	1	9	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0
07:30 AM	0	3	5	2	8	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0
07:45 AM	0	4	3	1	7	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0
Total	0	15	17	5	32	1	0	5	1	6	3	10	0	0	13	0	0	0	0	0
08:00 AM	0	7	1	0	8	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0
08:15 AM	0	7	0	0	7	1	0	2	1	3	1	2	0	0	3	0	0	0	0	0
08:30 AM	0	5	3	0	8	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0
08:45 AM	0	7	6	1	13	0	0	5	1	5	0	0	0	0	0	0	0	0	0	0
Total	0	26	10	1	36	2	0	11	2	13	1	8	0	0	9	0	0	0	0	0
Grand Total	0	41	27	6	68	3	0	16	3	19	4	18	0	0	22	0	0	0	0	0
Approch %	0	60.3	39.7			15.8	0	84.2			18.2	81.8	0		20.2	0	0	0		
Total %	0	37.6	24.8		62.4	2.8	0	14.7		17.4	3.7	16.5	0		20.2	0	0	0		7.6
																				92.4

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	4	0	0	0	0	0	0	1	0	0	0	1	5	6
07:15 AM	0	1	0	0	1	0	0	0	0	0	3	1	0	0	0	0	4	4
07:30 AM	0	2	1	0	3	2	0	0	0	2	1	0	0	0	0	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
Total	0	6	3	1	9	2	0	0	0	2	4	0	0	0	6	1	17	18
08:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
08:15 AM	0	1	1	0	2	0	0	1	0	1	0	6	0	0	0	0	9	9
08:30 AM	0	0	0	0	0	2	0	2	0	2	1	3	0	0	0	0	6	6
08:45 AM	0	3	1	0	4	0	0	1	1	1	0	2	0	0	0	1	7	8
Total	0	5	2	0	7	0	0	4	1	4	2	11	0	0	13	1	24	25
Grand Total	0	11	5	1	16	2	0	4	1	6	4	15	0	0	19	2	41	43
Approch %	0	68.8	31.2		33.3	0	66.7	0	9.8	21.1	78.9	0	0	0	46.3	0	95.3	0
Total %	0	26.8	12.2		39	4.9	0	9.8	0	14.6	9.8	36.6	0	0	46.3	0	95.3	0

3.1-225

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	4	0	0	0	0	0	0	1	0	0	0	1	5	6
07:15 AM	0	1	0	0	1	0	0	0	0	0	3	1	0	0	0	0	4	4
07:30 AM	0	2	1	0	3	2	0	0	0	2	1	0	0	0	0	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
Total	0	6	3	1	9	2	0	0	0	2	4	0	0	0	6	1	17	18
08:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
08:15 AM	0	1	1	0	2	0	0	1	0	1	0	6	0	0	0	0	9	9
08:30 AM	0	0	0	0	0	2	0	2	0	2	1	3	0	0	0	0	6	6
08:45 AM	0	3	1	0	4	0	0	1	1	1	0	2	0	0	0	1	7	8
Total	0	5	2	0	7	0	0	4	1	4	2	11	0	0	13	1	24	25
Grand Total	0	11	5	1	16	2	0	4	1	6	4	15	0	0	19	2	41	43
Approch %	0	68.8	31.2		33.3	0	66.7	0	9.8	21.1	78.9	0	0	0	46.3	0	95.3	0
Total %	0	26.8	12.2		39	4.9	0	9.8	0	14.6	9.8	36.6	0	0	46.3	0	95.3	0

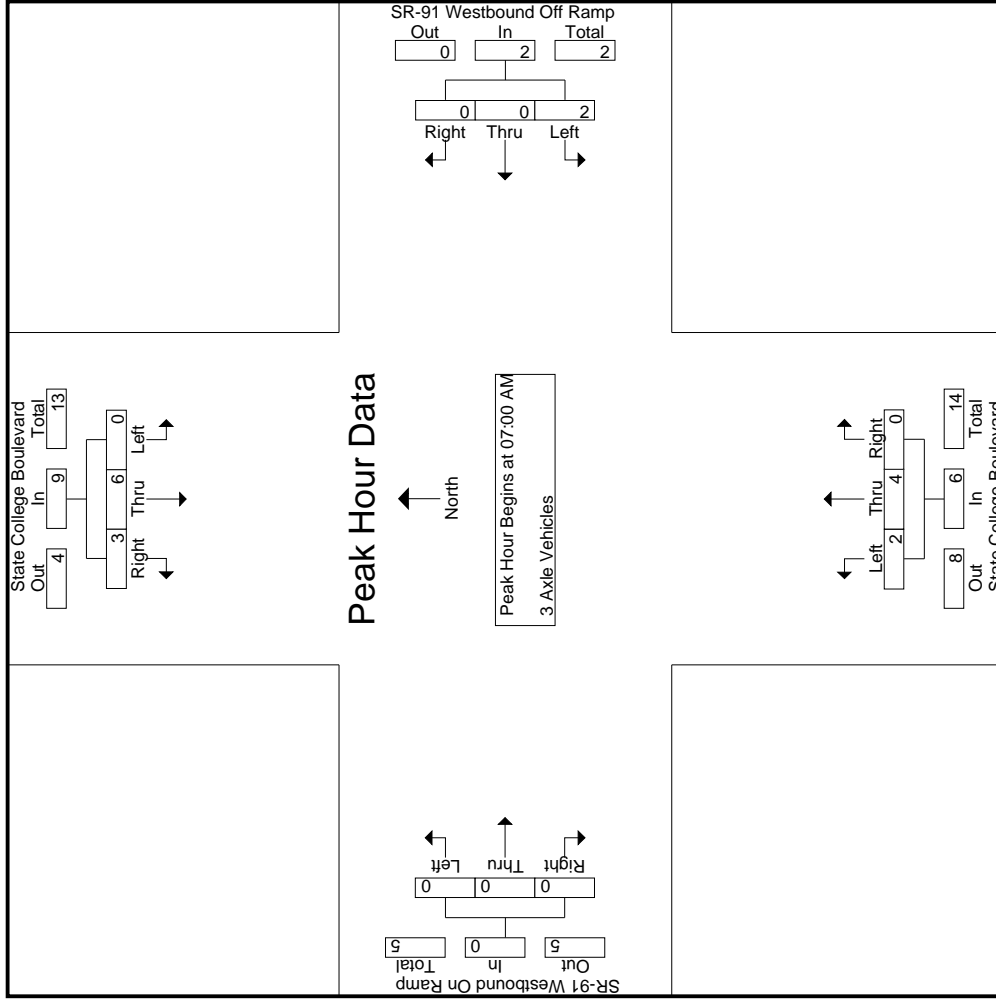
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	2	1	4	0	0	0	0	0	0	1	0	0	0	1	5	6
07:15 AM	0	1	0	0	1	0	0	0	0	0	2	1	0	0	0	0	4	4
07:30 AM	0	2	1	0	3	2	0	0	0	2	1	0	0	0	0	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
Total Volume	0	6	3	1	9	2	0	0	0	2	4	0	0	0	6	1	17	18
% App. Total	0	66.7	33.3		33.3	100	66.7	0	33.3	66.7	0	0	0	0	0	0	0	0
PHF	.000	.750	.375		.563	.250	.000	.000	.250	.250	1.000	.000	.500	.000	.000	.000	.708	.000

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

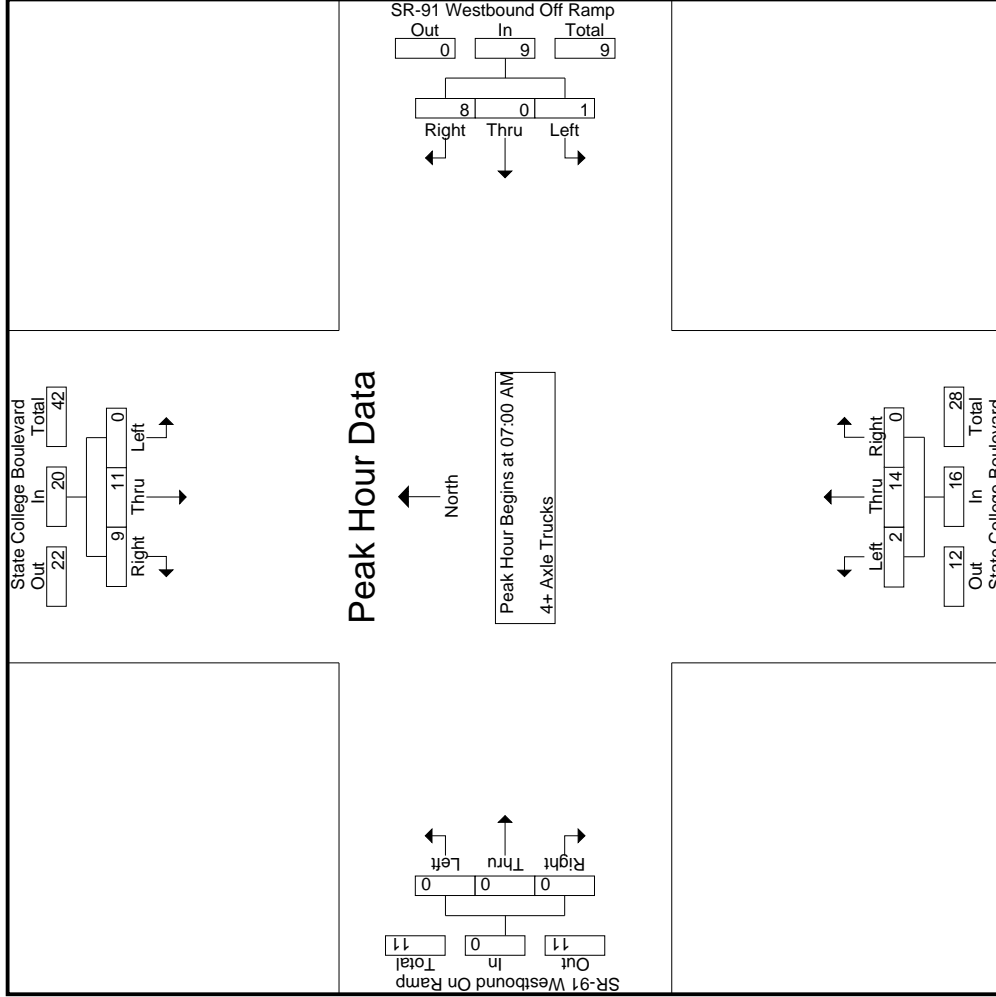
Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound					SR-91 Westbound Off Ramp Westbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	3	3	1	6	0	0	4	0	4	0	3	0	0	3	0	0	0	0	0	1	13	14	
07:15 AM	0	3	2	0	5	0	0	3	1	3	0	4	0	0	4	0	0	0	0	0	1	12	13	
07:30 AM	0	3	1	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	10	10	
07:45 AM	0	2	3	1	5	1	0	0	0	1	3	0	4	0	4	0	0	0	0	0	1	10	11	
Total	0	11	9	2	20	1	0	8	1	9	2	14	0	0	16	0	0	0	0	0	3	45	48	
08:00 AM	0	2	6	2	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	2	13	15	
08:15 AM	0	2	4	1	6	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	1	11	12	
08:30 AM	0	0	6	2	6	0	0	5	1	5	0	6	0	0	6	0	0	0	0	0	3	17	20	
08:45 AM	0	5	3	0	8	1	0	3	0	4	1	5	0	0	6	0	0	0	0	0	0	18	18	
Total	0	9	19	5	28	3	0	9	1	12	2	17	0	0	19	0	0	0	0	0	6	59	65	
Grand Total	0	20	28	7	48	4	0	17	2	21	4	31	0	0	35	0	0	0	0	0	9	104	113	
Approch %	0	41.7	58.3			19	0	81		20.2	11.4	88.6	0	0	33.7	0	0	0	0	0	8	92		
Total %	0	19.2	26.9		46.2	3.8	0	16.3			3.8	29.8	0	0		0	0	0	0	0				
Start Time	State College Boulevard Southbound					SR-91 Westbound Off Ramp Westbound					State College Boulevard Northbound					SR-91 Westbound On Ramp Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	0	3	3		3	6	0	0		4	4	0	3		0	3	0	0		0	0	0	0	13
07:15 AM	0	3	2		2	5	0	0		3	3	1	3		0	4	0	0		0	0	0	0	12
07:30 AM	0	3	1		1	4	0	0		1	5	0	5		0	5	0	0		0	0	0	0	10
07:45 AM	0	2	3		3	5	1	0		0	1	1	3		0	4	0	0		0	0	0	0	10
Total Volume	0	11	9		9	20	1	0		8	9	2	14		0	16	0	0		0	0	0	0	45
% App. Total	0	55	45		45	88.9	11.1	0		88.9	56.3	12.5	87.5		0	80	0	0		0	0	0	0	.865
PHF	.000	.917	.750		.833	.250	.000	.500		.563	.700	.500	.700		.000	.800	.000	.000		.000	.000	.000	.000	.865

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 13_FLN_STC_91W PM
Site Code : 05120182
Start Date : 3/12/2020
Page No : 1

City of Fullerton
N/S: State College Boulevard
E/W: SR-91 Westbound Ramps
Weather: Clear

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

Start Time	State College Boulevard Southbound										State College Boulevard Northbound										SR-91 Westbound Off Ramp Westbound										SR-91 Westbound On Ramp Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total		
04:00 PM	0	241	0	156	49	397	0	50	4	90	54	152	0	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	693	746				
04:15 PM	0	175	0	158	53	333	0	55	3	103	62	152	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	650	706					
04:30 PM	0	220	0	200	52	420	0	40	8	79	57	179	0	0	236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	735	795						
04:45 PM	0	186	0	155	28	341	0	42	4	87	51	173	0	0	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	652	684							
Total	0	822	0	669	182	1491	172	0	187	19	359	224	656	0	0	880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	2730	2931							
05:00 PM	0	233	0	187	21	420	38	0	45	37	83	75	168	0	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	746	804							
05:15 PM	0	197	0	196	32	393	57	0	32	22	89	43	182	0	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	707	761							
05:30 PM	0	142	0	153	20	295	40	1	46	29	87	60	203	0	0	263	0	0	0	0	0	0	0	0	0	0	0	0	0	49	645	694								
05:45 PM	0	168	0	146	28	314	51	0	52	36	103	67	224	0	0	291	0	0	0	0	0	0	0	0	0	0	0	0	0	64	708	772								
Total	0	740	0	682	101	1422	186	1	175	124	362	245	777	0	0	1022	0	0	0	0	0	0	0	0	0	0	0	0	0	225	2806	3031								
Grand Total	0	1562	0	1351	283	2913	358	1	362	143	721	469	1433	0	0	1902	0	0	0	0	0	0	0	0	0	0	0	0	0	426	5536	5962								
Approch %	0	53.6	0	46.4			49.7	0.1	50.2		13	8.5	25.9	0	0	34.4	0	0	0	0	0	0	0	0	0	0	0	0	7.1	92.9										
Total %	0	28.2	0	24.4			6.5	0	6.5		13	8.5	25.9	0	0	34.4	0	0	0	0	0	0	0	0	0	0	0	0	7.1	92.9										
Passenger Vehicles	0	1515	0	1312	96.8	3101	355	1	318	88.8	801	458	1374	0	0	1832	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5734					
Passenger Vehicles	0	97	0	97.1	96.8	97	99.2	100	87.8	88.8	92.7	97.7	95.9	0	0	96.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96.2						
Large 2 Axle Vehicles	0	23	0	13	1.1	39	2	0	29	8.4	43	7	34	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123						
Large 2 Axle Vehicles	0	1.5	0	1.1	1.1	1.2	0.6	0	8	8.4	5	1.5	2.4	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1						
% 3 Axle Vehicles	0	11	0	4	0.7	17	1	0	3	0.7	5	2	11	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35						
% 3 Axle Vehicles	0	0.7	0	0.3	0.7	0.5	0.3	0	0.8	0.7	0.6	0.4	0.8	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6						
4+ Axle Trucks	0	13	0	22	1.6	39	0	0	12	3.3	15	2	14	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70						
% 4+ Axle Trucks	0	0.8	0	1.6	1.4	1.2	0	0	3.3	2.1	1.7	0.4	1	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2						

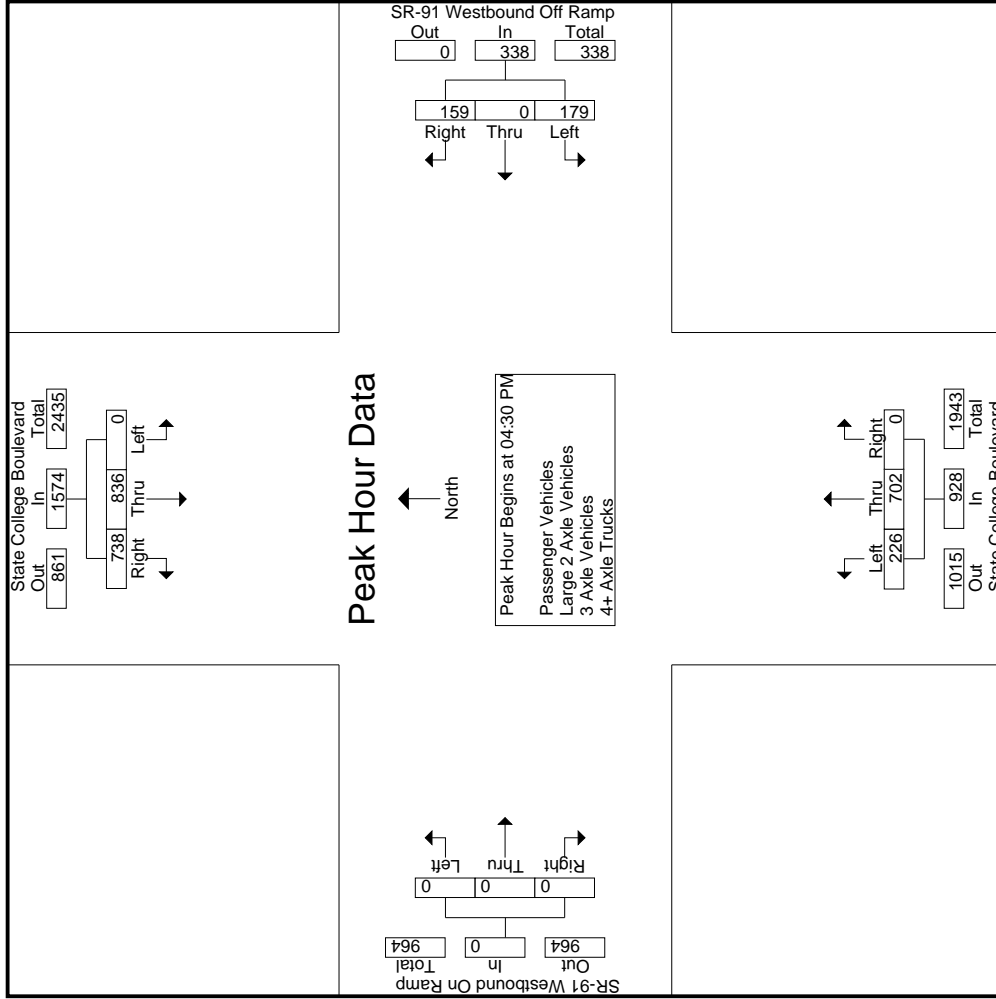
Start Time	State College Boulevard Southbound										State College Boulevard Northbound										SR-91 Westbound Off Ramp Westbound										SR-91 Westbound On Ramp Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total				
04:30 PM	0	220	0	186	155	200	200	0	42	40	79	57	179	0	0	236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	735				
04:45 PM	0	186	0	155	28	341	1574	0	42	40	87	51	173	0	0	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	652				
05:00 PM	0	233	0	196	32	393	420	0	45	37	83	75	168	0	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	746				
05:15 PM	0	142	0	153	20	295	393	0	38	29	87	60	203	0	0	263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	707				
05:45 PM	0	168	0	146	28	314	1574	0	57	36	103	67	224	0	0	291	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	795					
Total Volume	0	836	0	738	196	1574	1574	0	179	159	338	226	702	0	0	928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2840					
% App. Total	0	53.1	0	46.9			47	0	53	47	883	24.4	75.6	0	0	955	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	952					
PHF	.000	.897	.923	.937	.937	.937	.937	.785	.000	.883	.949	.753	.964	.000	.000	.955	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.952					

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	4	1	7	0	4	0	0	4	0	3	0	0	0	1	14	15
04:15 PM	0	3	0	0	3	1	0	2	0	3	2	5	0	0	0	0	13	13
04:30 PM	0	1	2	1	3	0	0	2	0	2	3	3	0	0	0	1	11	12
04:45 PM	0	7	2	0	9	0	0	5	0	5	0	9	0	0	0	0	23	23
Total	0	14	8	2	22	1	0	13	0	14	5	20	0	0	0	2	61	63
05:00 PM	0	4	1	0	5	0	0	3	3	3	0	4	0	0	0	3	12	15
05:15 PM	0	1	2	0	3	0	4	3	3	4	1	5	0	0	0	3	13	16
05:30 PM	0	1	0	0	1	1	0	3	1	4	0	2	0	0	2	1	7	8
05:45 PM	0	3	2	1	5	0	0	6	5	6	1	3	0	0	0	6	15	21
Total	0	9	5	1	14	1	0	16	12	17	2	14	0	0	0	13	47	60
Grand Total	0	23	13	3	36	2	0	29	12	31	7	34	0	0	0	15	108	123
Approch %	0	63.9	36.1		6.5	0	93.5			17.1	82.9	0			0	12.2	87.8	
Total %	0	21.3	12		33.3	1.9	0	26.9		28.7	6.5	31.5	0		0			

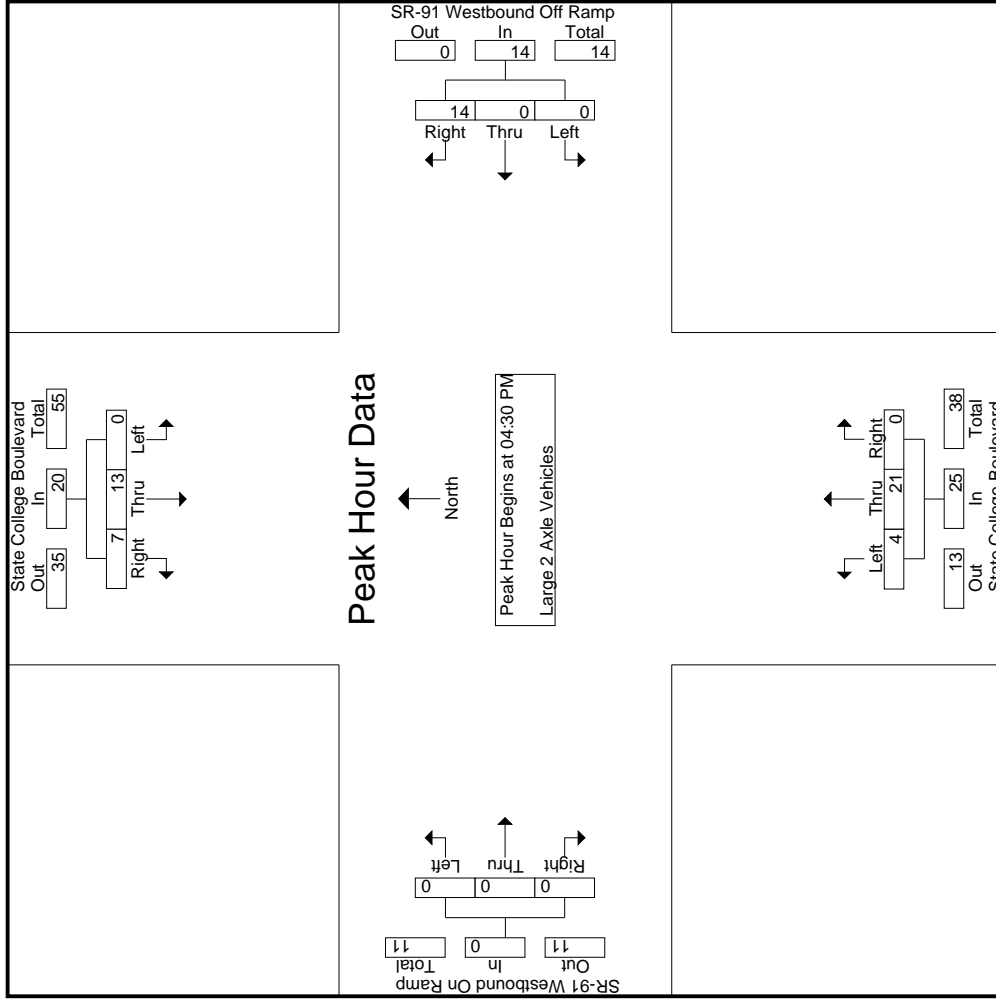
Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	2		3	0	0	2		2	3	0	6		0	0	0	11
04:45 PM	0	7	2		9	0	0	5		5	0	9	0	0	0	0	0	23
05:00 PM	0	4	1		5	0	0	3		3	0	4	0	0	0	0	0	12
05:15 PM	0	1	2		3	0	0	4		4	1	5	0	0	0	0	0	13
Total Volume	0	13	7		20	0	0	14		14	4	21	0	0	0	0	0	59
% App. Total	0	65	35		35	0	0	100		100	16	84	0		0	0	0	59
PHF	.000	.464	.875		.556	.000	.000	.700		.700	.333	.583	.000		.694	.000	.000	.641

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	3	2	5	0	0	1	0	1	1	1	0	0	2	2	8	10
04:15 PM	0	3	0	0	3	1	0	0	0	1	2	0	0	0	3	0	7	7
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	4	4
Total	0	8	4	2	12	1	0	2	0	3	2	4	0	0	6	2	21	23
05:00 PM	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	1	4	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	3	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	4	4
Total	0	3	0	0	3	0	0	1	1	1	0	7	0	0	7	1	11	12
Grand Total	0	11	4	2	15	1	0	3	1	4	2	11	0	0	13	3	32	35
Approch %	0	73.3	26.7		46.9	25	0	75		12.5	15.4	84.6	0	0	40.6	8.6	91.4	
Total %	0	34.4	12.5			3.1	0	9.4			6.2	34.4	0	0				

3.1-233

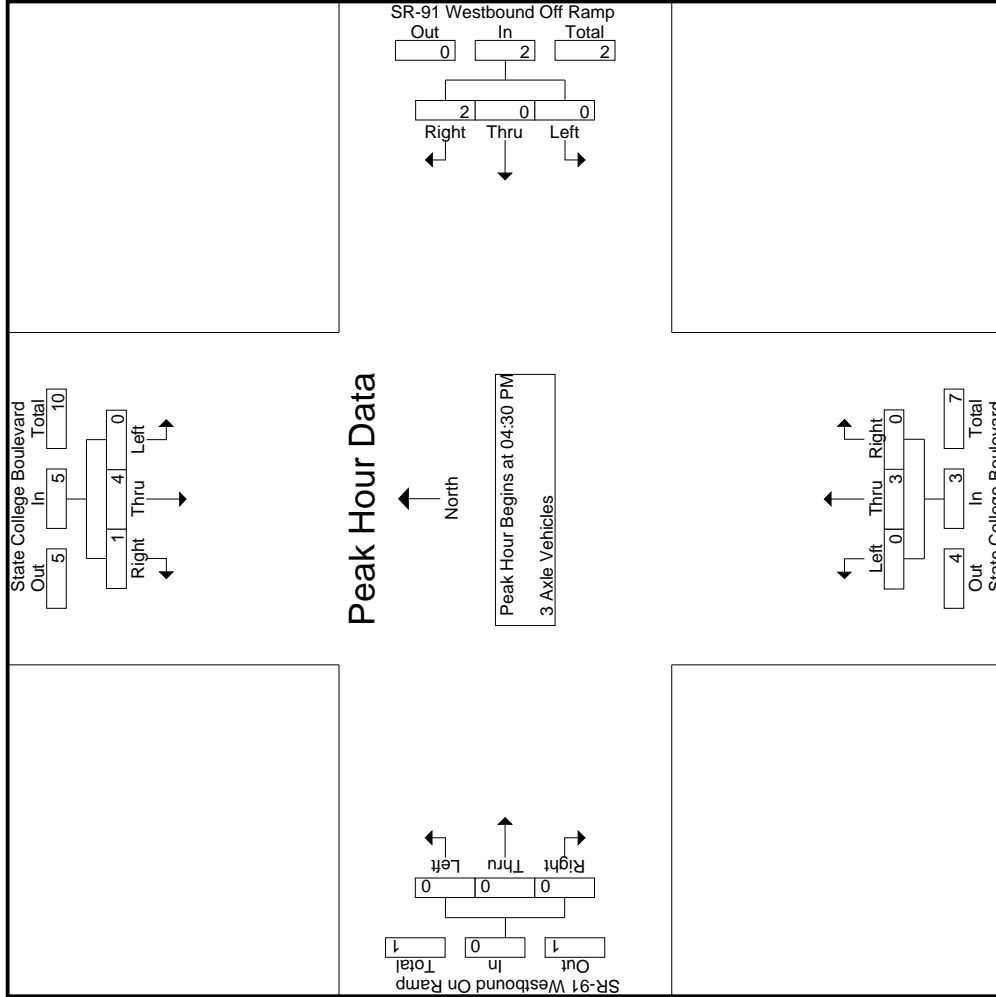
Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	1		2	0	0	0		0	0	0	0		0	0	0	2
04:45 PM	0	2	0		2	0	0	1		1	0	1	0		1	0	0	4
05:00 PM	0	1	0		1	0	0	1		1	0	2	0		2	0	0	4
05:15 PM	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
Total Volume	0	4	1		5	0	0	2		2	0	3	0		3	0	0	10
% App. Total	0	80	20		.250	.625	.000	.500		.500	.375	.000	.375		.000	.000	.000	.625
PHF	.000	.500	.250			.000	.000	.500		.500	.375	.000	.375		.000	.000	.000	.625

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	3	1	5	0	0	0	0	4	1	1	0	0	2	1	11	12
04:15 PM	0	0	2	0	2	0	0	1	0	1	1	3	0	0	4	0	7	7
04:30 PM	0	1	1	0	2	0	0	1	1	1	0	3	0	0	3	1	6	7
04:45 PM	0	3	5	2	8	0	0	1	0	1	0	0	0	0	0	2	9	11
Total	0	6	11	3	17	0	0	7	1	7	2	7	0	0	9	4	33	37
05:00 PM	0	2	4	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7
05:15 PM	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
05:30 PM	0	2	2	0	4	0	0	2	1	2	0	1	0	0	1	1	7	8
05:45 PM	0	1	3	1	4	0	0	3	1	3	0	3	0	0	3	2	10	12
Total	0	7	11	1	18	0	0	5	2	5	0	7	0	7	7	3	30	33
Grand Total	0	13	22	4	35	0	0	12	3	12	2	14	0	0	16	7	63	70
Approch %	0	37.1	62.9			0	0	100			12.5	87.5	0	0	25.4	10	90	
Total %	0	20.6	34.9		55.6	0	0	19		19	3.2	22.2	0	0				

3.1-235

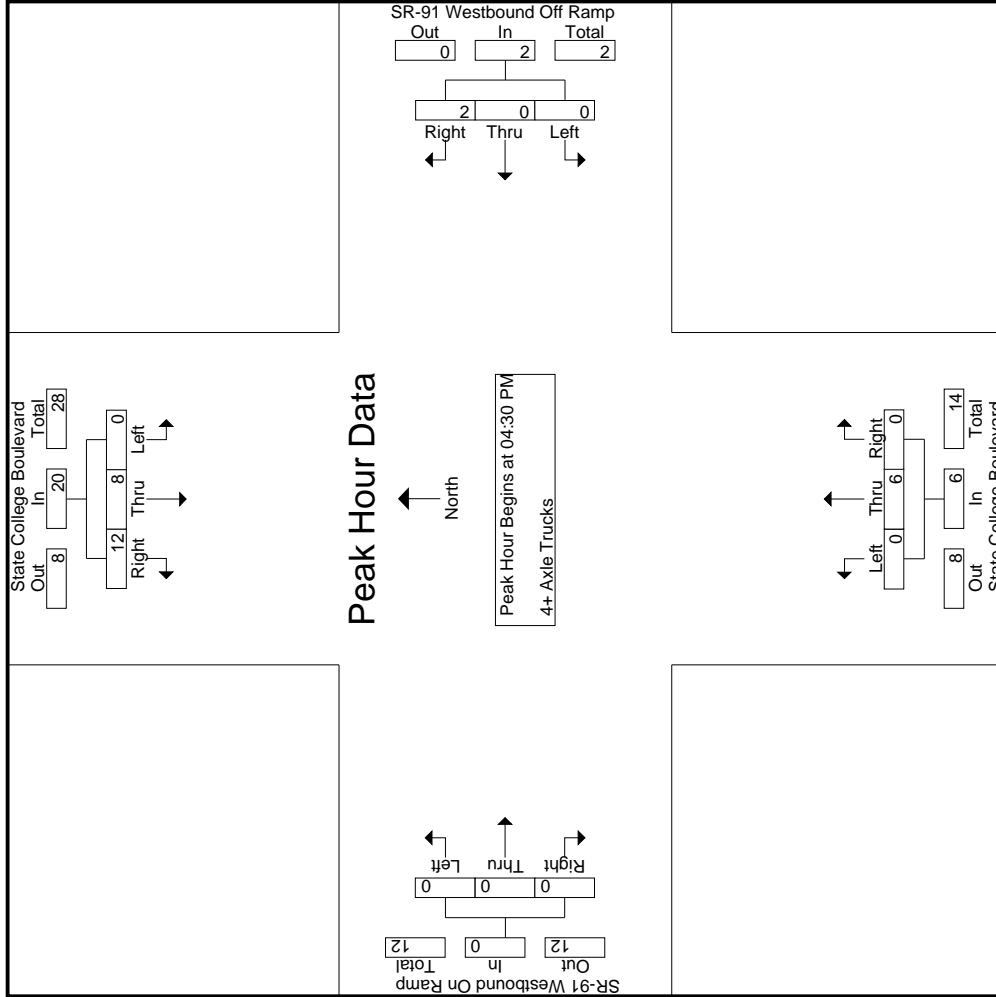
Start Time	State College Boulevard Southbound				SR-91 Westbound Off Ramp Westbound				State College Boulevard Northbound				SR-91 Westbound On Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	1		2	0	0	0		1	0	0	0		0	0	0	6
04:45 PM	0	3	5		8	0	0	1		1	0	0	0		0	0	0	9
05:00 PM	0	2	4		6	0	0	0		0	0	1	0		0	0	0	7
05:15 PM	0	2	2		4	0	0	0		0	0	2	0		0	0	0	6
Total Volume	0	8	12		20	0	0	2		2	0	6	0		6	0	0	28
% App. Total	0	40	60		60	0	0	100		100	0	100	0		0	0	0	
PHF	.000	.667	.600		.625	.000	.000	.500		.500	.000	.000	.500		.000	.000	.000	.778

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Westbound Ramps
 Weather: Clear

File Name : 13_FLN_STC_91W PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: State College Boulevard
 E/W: SR-91 WB Ramps



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg State College Boulevard Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
7:00 AM	0	1	0	1	2
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	3	0	0	3
8:00 AM	0	3	0	1	4
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	9	0	4	13

	North Leg State College Boulevard Pedestrians	East Leg SR-91 WB Ramps Pedestrians	South Leg State College Boulevard Pedestrians	West Leg SR-91 WB Ramps Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	0	5	0	1	6
5:00 PM	0	1	0	0	1
5:15 PM	0	3	0	1	4
5:30 PM	0	4	0	2	6
5:45 PM	0	4	0	0	4
TOTAL VOLUMES:	0	22	0	4	26

Location: Fullerton
 N/S: State College Boulevard
 E/W: SR-91 WB Ramps



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound SR-91 WB Ramps			Northbound State College Boulevard			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	0	5	0	0	0	0	0	10	0	0	0	0	15

	Southbound State College Boulevard			Westbound SR-91 WB Ramps			Northbound State College Boulevard			Eastbound SR-91 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	0	0	0	0	3	0	0	0	0	9

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

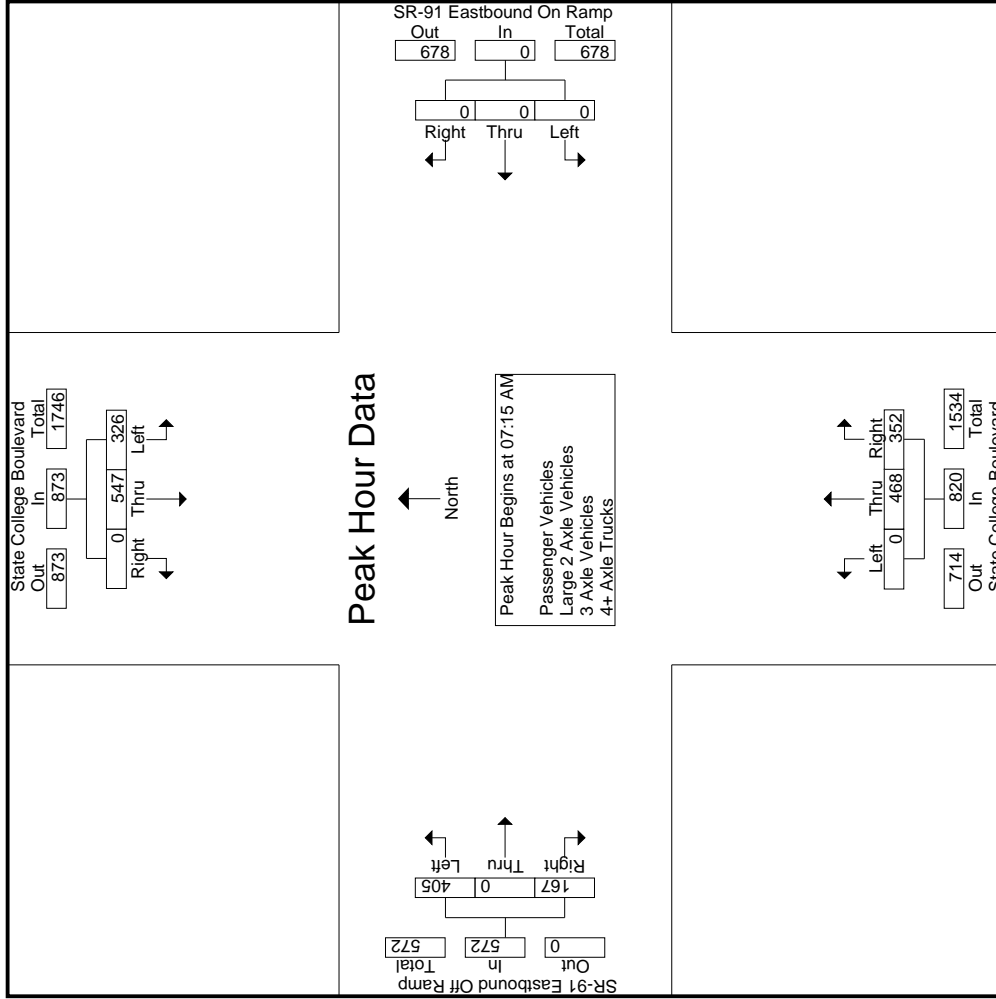
Start Time	State College Boulevard Southbound						State College Boulevard Northbound						SR-91 Eastbound On Ramp Westbound						SR-91 Eastbound On Ramp Eastbound						SR-91 Eastbound Off Ramp								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total
07:00 AM	94	137	0	0	231		0	0	0	0	0		0	97	99	42	196		79	0	39	28	118		70	545	615						
07:15 AM	92	128	0	0	220		0	0	0	0	0		0	110	106	43	216		99	0	38	32	137		75	573	648						
07:30 AM	108	161	0	0	269		0	0	0	0	0		0	118	74	31	192		85	0	39	29	124		60	585	645						
07:45 AM	65	132	0	0	197		0	0	0	0	0		0	100	78	26	178		101	0	47	39	148		65	523	588						
Total	359	558	0	0	917		0	0	0	0	0		0	425	357	142	782		364	0	163	128	527		270	2226	2496						
08:00 AM	61	126	0	0	187		0	0	0	0	0		0	140	94	37	234		120	0	43	24	163		61	584	645						
08:15 AM	80	90	0	0	170		0	0	0	0	0		0	110	70	24	180		70	0	49	39	119		63	469	532						
08:30 AM	69	112	0	0	181		0	0	0	0	0		0	123	56	20	179		82	1	37	19	120		39	480	519						
08:45 AM	74	96	0	0	170		0	0	0	0	0		0	98	71	36	169		86	0	40	27	126		63	465	528						
Total	284	424	0	0	708		0	0	0	0	0		0	471	291	117	762		358	1	169	109	528		226	1998	2224						
Grand Total	643	982	0	0	1625		0	0	0	0	0		0	896	648	259	1544		722	1	332	237	1055		496	4224	4720						
Approch %	39.6	60.4	0	0			0	0	0	0	0		0	58	42				68.4	0.1	31.5												
Total %	15.2	23.2	0	0	38.5		0	0	0	0	0		0	21.2	15.3		36.6		17.1	0	7.9		25		10.5	89.5							
Passenger Vehicles	586	956	0	0	1542		0	0	0	0	0		0	862	630		1743		676	1	314		1217		0	0	4502						
Passenger Vehicles	91.1	97.4	0	0	94.9		0	0	0	0	0		0	96.2	97.2		96.9		93.6	100	94.6		95.4		0	0	95.4						
Large 2 Axle Vehicles	32	14	0	0	46		0	0	0	0	0		0	16	15		39		10	0	8		22		0	0	107						
Large 2 Axle Vehicles	5	1.4	0	0	2.8		0	0	0	0	0		0	1.8	2.3		3.1		1.4	0	2.4		1.7		0	0	2.3						
3 Axle Vehicles	6	9	0	0	15		0	0	0	0	0		0	13	1		14		6	0	5		14		0	0	43						
3 Axle Vehicles	0.9	0.9	0	0	0.9		0	0	0	0	0		0	1.5	0.2		0.8		0.8	0	1.5		1.3		0	0	0.9						
4+ Axle Trucks	19	3	0	0	22		0	0	0	0	0		0	5	2		7		30	0	5		39		0	0	68						
4+ Axle Trucks	3	0.3	0	0	1.4		0	0	0	0	0		0	0.6	0.3		0.4		4.2	0	1.5		1.7		0	0	1.4						

Start Time	State College Boulevard Southbound						SR-91 Eastbound On Ramp Westbound						SR-91 Eastbound On Ramp Eastbound						SR-91 Eastbound Off Ramp Eastbound																				
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total						
07:00 AM to 08:45 AM - Peak 1 of 1	92	128	0	0	220		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0										
Intersection Begins at 07:15 AM	108	161	0	0	269		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0										
Total Volume	326	547	0	0	873		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0										
% App. Total	37.3	62.7	0	0			0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0										
PHF	.755	.849	.000	.000	.811		.000	.000	.000	.000	.000		.000	.830	.836	.000	.876		.844	.888	.877	.000	.877		.877	.888	.877	.000	.877		.877	.888	.877						

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
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File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	4	3	0	0	7	0	0	0	0	0	0	1	2	2	3	0	0	0	10	12
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	3	4	1	7	2	2	11	13	
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	2	0	9	9	
07:45 AM	2	3	0	0	5	0	0	0	0	0	2	1	1	1	3	3	0	14	17	
Total	9	7	0	0	16	0	0	0	0	0	10	8	4	4	18	7	44	51	51	
08:00 AM	5	2	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	14	14	
08:15 AM	8	2	0	0	10	0	0	0	0	0	4	2	1	6	0	0	1	16	17	
08:30 AM	4	2	0	0	6	0	0	0	0	0	0	3	2	3	2	0	2	11	13	
08:45 AM	6	1	0	0	7	0	0	0	0	0	0	2	1	2	2	0	2	10	12	
Total	23	7	0	0	30	0	0	0	0	0	6	7	4	13	5	5	51	56	56	
Grand Total	32	14	0	0	46	0	0	0	0	0	16	15	8	31	10	0	8	4	18	107
Apprch %	69.6	30.4	0	0		0	0	0	0	0	51.6	48.4			55.6	0	44.4			
Total %	33.7	14.7	0	0	48.4	0	0	0	0	0	16.8	15.8			10.5	0	8.4			88.8

3.1-241

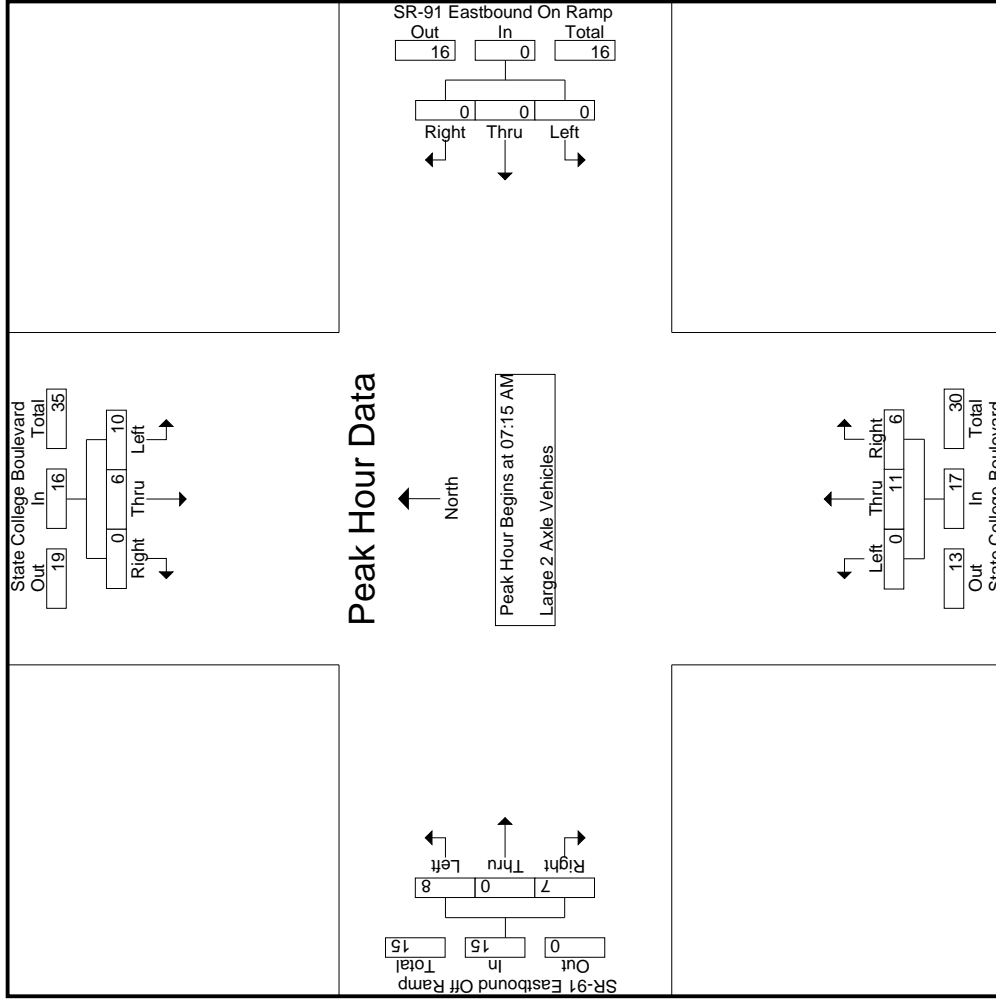
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
07:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	6	14	
08:00 AM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	2	2	5	14	14	
Total Volume	10	6	0	0	16	0	0	0	0	0	11	6	17	8	0	7	15	48	48	
% App. Total	62.5	37.5	0	0		0	0	0	0	0	64.7	35.3			53.3	0	46.7			
PHF	.500	.500	.000	.000	.571	.000	.000	.000	.000	.000	.688	.375	.607	.667	.000	.583	.625			.857

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
07:15 AM	0	1	0	0	1	0	0	0	0	2	2	0	1	1	1	1	4	5
07:30 AM	3	1	0	0	4	0	0	0	0	1	0	0	0	0	0	0	5	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	2	0	3	3
Total	3	5	0	0	8	0	0	0	0	4	0	4	0	2	1	1	15	16
08:00 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	1	0	0	4	4
08:15 AM	0	1	0	0	1	0	0	0	0	3	4	0	0	0	4	0	8	8
08:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	5	5
08:45 AM	2	2	0	0	4	0	0	0	0	1	0	0	2	2	3	2	8	10
Total	3	4	0	0	7	0	0	0	0	9	1	10	0	3	2	2	25	27
Grand Total	6	9	0	0	15	0	0	0	0	13	1	14	0	5	3	3	40	43
Approch %	40	60	0	0	0	0	0	0	0	92.9	7.1	0	54.5	0	11	0	40	43
Total %	15	22.5	0	0	37.5	0	0	0	0	32.5	2.5	35	15	0	27.5	7	93	93

3.1-243

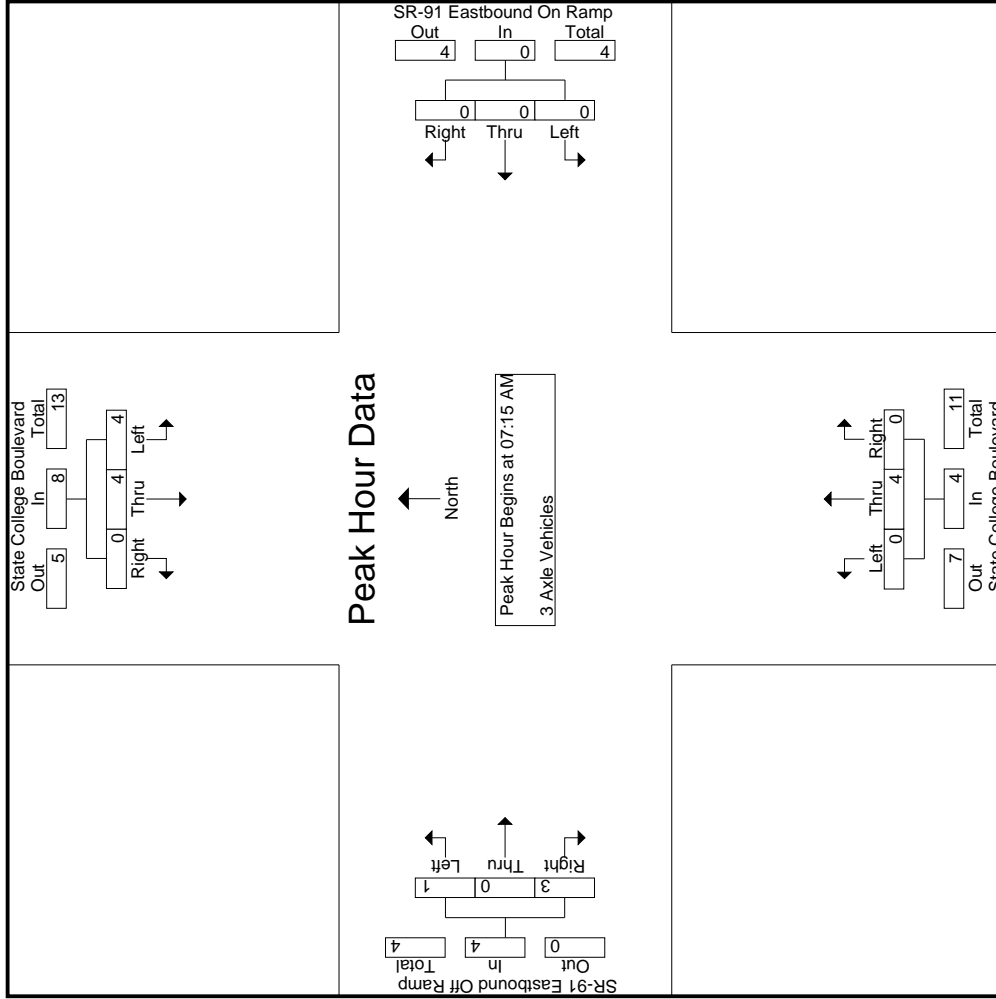
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	3	1	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	1
Total Volume	4	4	0	0	8	0	0	0	0	4	0	4	1	0	3	0	4	16
% App. Total	50	50	0	0	0	0	0	0	0	100	0	0	25	0	75	0	100	100
PHF	.333	1.00	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.250	.000	.750	.500	.800	.800

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

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
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File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	1	0	0	3	0	0	0	0	0	3	0	0	0	3	0	6	6
07:15 AM	3	0	0	0	3	0	0	0	0	1	4	0	1	1	5	1	9	10
07:30 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	8	8
07:45 AM	2	1	0	0	3	0	0	0	0	3	2	0	0	0	2	0	8	8
Total	10	2	0	0	12	0	0	0	0	4	14	0	1	1	15	1	31	32
08:00 AM	2	1	0	0	3	0	0	0	0	0	4	0	1	0	5	0	8	8
08:15 AM	3	0	0	0	3	0	0	0	0	1	1	0	0	0	1	0	5	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	1	1	7	1	7	8
08:45 AM	4	0	0	0	4	0	0	0	0	2	5	0	2	2	7	2	13	15
Total	9	1	0	0	10	0	0	0	0	3	16	0	4	3	20	3	33	36
Grand Total	19	3	0	0	22	0	0	0	0	7	30	0	5	4	35	4	64	68
Approch %	86.4	13.6	0	0	0	0	0	0	0	28.6	85.7	0	14.3	0	54.7	5.9	94.1	
Total %	29.7	4.7	0	0	34.4	0	0	0	0	10.9	46.9	0	7.8	0				

3.1-245

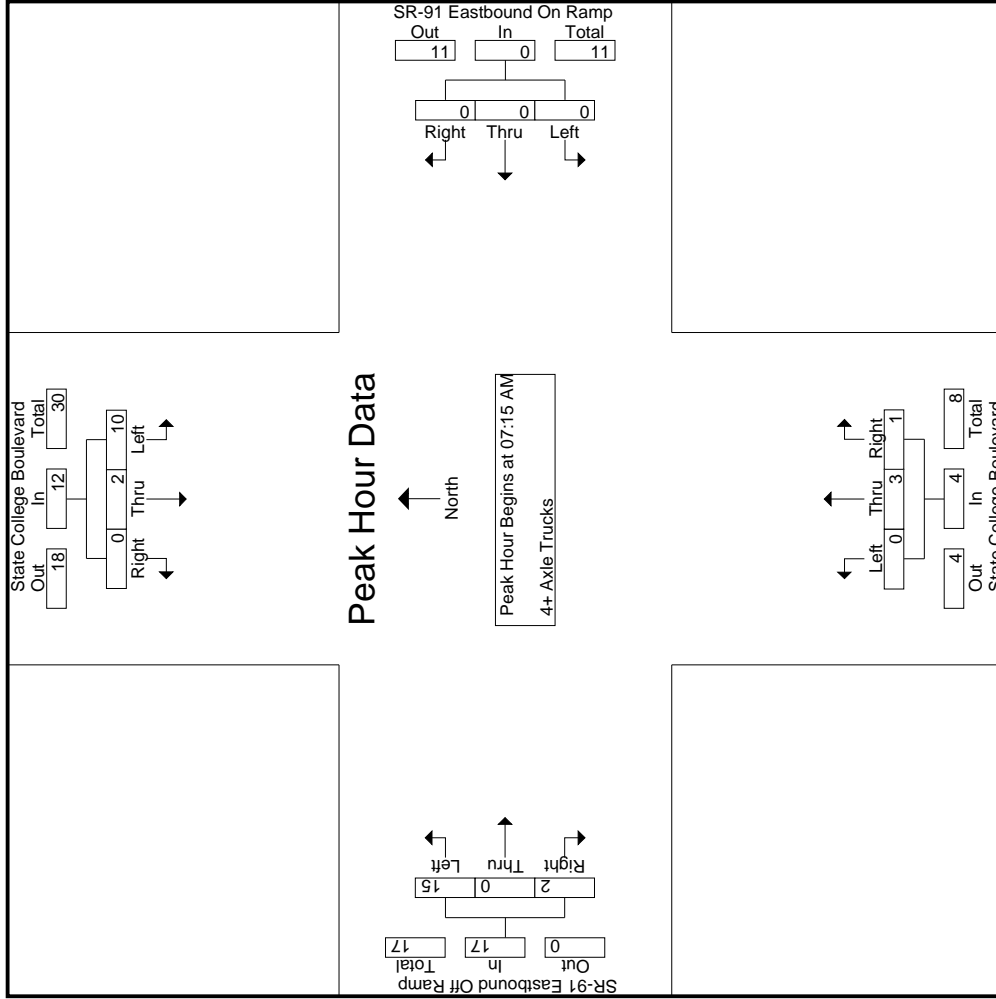
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	1	0	1	5	9
07:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	8
07:45 AM	2	1	0	0	3	0	0	0	0	1	3	0	0	0	0	0	2	8
08:00 AM	2	1	0	0	3	0	0	0	0	0	4	0	0	0	0	1	5	8
Total Volume	10	2	0	0	12	0	0	0	0	3	4	15	0	2	17	2	33	33
% App. Total	83.3	16.7	0	0	0	0	0	0	0	25	88.2	0	11.8	0				
PHF	.833	.500	.000	1.00	.000	.000	.000	.000	.333	.250	.750	.500	.850	.917				

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

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



	Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																							
	State College Boulevard Southbound				State College Boulevard Northbound				SR-91 Eastbound On Ramp Westbound				SR-91 Eastbound Off Ramp Eastbound											
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	124	154	0	0	278	0	0	0	0	0	0	133	34	8	167	78	0	54	41	132	49	577	626	
04:15 PM	88	131	0	0	219	0	0	0	0	0	0	147	35	11	182	62	1	56	37	119	48	520	568	
04:30 PM	114	139	0	0	253	0	0	0	0	0	0	148	37	5	185	80	2	62	40	144	45	582	627	
04:45 PM	94	134	0	0	228	0	0	0	0	0	0	128	38	9	166	94	3	57	34	154	43	548	591	
Total	420	558	0	0	978	0	0	0	0	0	0	556	144	33	700	314	6	229	152	549	185	2227	2412	
05:00 PM	122	162	0	0	284	0	0	0	0	0	0	170	39	4	209	72	4	54	37	130	41	623	664	
05:15 PM	87	164	0	0	251	0	0	0	0	0	0	120	35	9	155	101	0	61	42	162	51	568	619	
05:30 PM	48	135	0	0	183	0	0	0	0	0	0	158	57	7	215	100	1	75	53	176	60	574	634	
05:45 PM	65	140	0	0	205	0	0	0	0	0	0	159	38	12	197	129	2	65	44	196	56	598	654	
Total	322	601	0	0	923	0	0	0	0	0	0	607	169	32	776	402	7	255	176	664	208	2363	2571	
Grand Total	742	1159	0	0	1901	0	0	0	0	0	0	1163	313	65	1476	716	13	484	328	1213	393	4590	4983	
Apprch %	39	61	0	0	41.4	0	0	0	0	0	0	78.8	21.2		32.2	59	1.1	39.9		26.4	7.9	92.1		
Total %	16.2	25.3	0	0	41.4	0	0	0	0	0	0	25.3	6.8		32.2	15.6	0.3	10.5		26.4	7.9	92.1		
Passenger Vehicles	720	1128	0	0	1848	0	0	0	0	0	0	1126	308		1497	687	12	478		1501	0	0	4846	
Passenger Vehicles	97	97.3	0	0	97.2	0	0	0	0	0	0	96.8	98.4	96.9	97.1	95.9	92.3	98.8	98.8	97.4	0	0	97.3	
% 2 Axle Vehicles	13	8	0	0	21	0	0	0	0	0	0	23	4		29	16	0	2		19	0	0	69	
% Large 2 Axle Vehicles	1.8	0.7	0	0	1.1	0	0	0	0	0	0	2	1.3	3.1	1.9	2.2	0	0.4	0.3	1.2	0	0	1.4	
3 Axle Vehicles	1	20	0	0	21	0	0	0	0	0	0	11	1		12	2	0	4		9	0	0	42	
% 3 Axle Vehicles	0.1	1.7	0	0	1.1	0	0	0	0	0	0	0.9	0.3	0	0.8	0.3	0	0.8	0.9	0.6	0	0	0.8	
4+ Axle Trucks	8	3	0	0	11	0	0	0	0	0	0	3	0		3	11	1	0		12	0	0	26	
% 4+ Axle Trucks	1.1	0.3	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.2	1.5	7.7	0	0	0.8	0	0	0.5	

	State College Boulevard Southbound												SR-91 Eastbound On Ramp Westbound												State College Boulevard Northbound												SR-91 Eastbound Off Ramp Eastbound											
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total														
	05:00 PM	122	162	0	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
05:15 PM	87	164	0	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
05:30 PM	48	135	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
05:45 PM	65	140	0	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total Volume	322	601	0	0	923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
% App. Total	34.9	65.1	0	0	65.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
PHF	.660	.916	.000	.000	.813	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000													

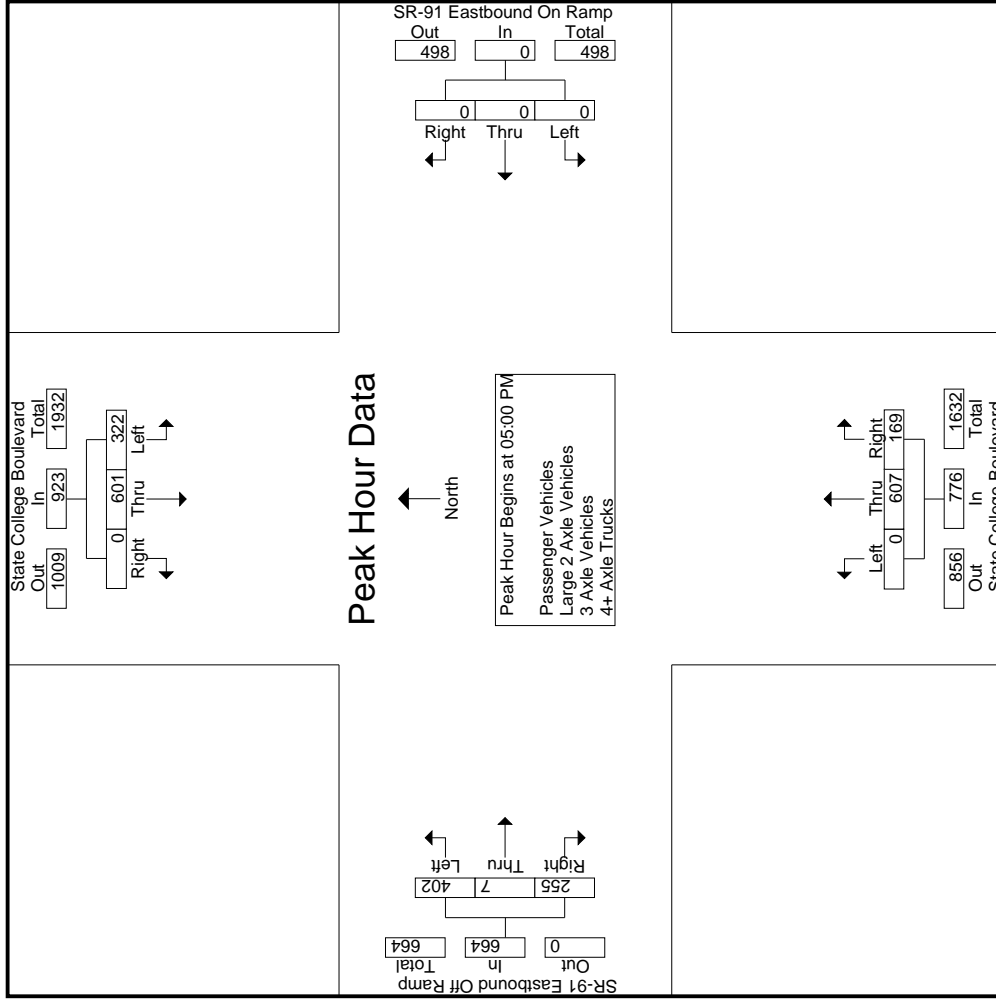
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	6
04:15 PM	2	1	0	0	3	0	0	0	0	0	5	0	0	0	5	2	0	10
04:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	0	8
04:45 PM	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	0	0	17
Total	10	3	0	0	13	0	0	0	0	0	14	1	0	15	12	1	40	41
05:00 PM	1	2	0	0	3	0	0	0	0	0	2	2	1	4	2	1	9	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	1	4	2	1	6	7
05:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	1	0	0	4	4
05:45 PM	1	2	0	0	3	0	0	0	0	0	3	0	0	3	1	0	7	7
Total	3	5	0	0	8	0	0	0	0	0	9	3	2	12	6	2	26	28
Grand Total	13	8	0	0	21	0	0	0	0	0	23	4	2	27	16	0	66	69
Approch %	61.9	38.1	0	0	0	0	0	0	0	0	85.2	14.8	2	40.9	88.9	0	95.7	95.7
Total %	19.7	12.1	0	0	31.8	0	0	0	0	0	34.8	6.1	0	24.2	27.3	4.3	95.7	95.7

3.1-249

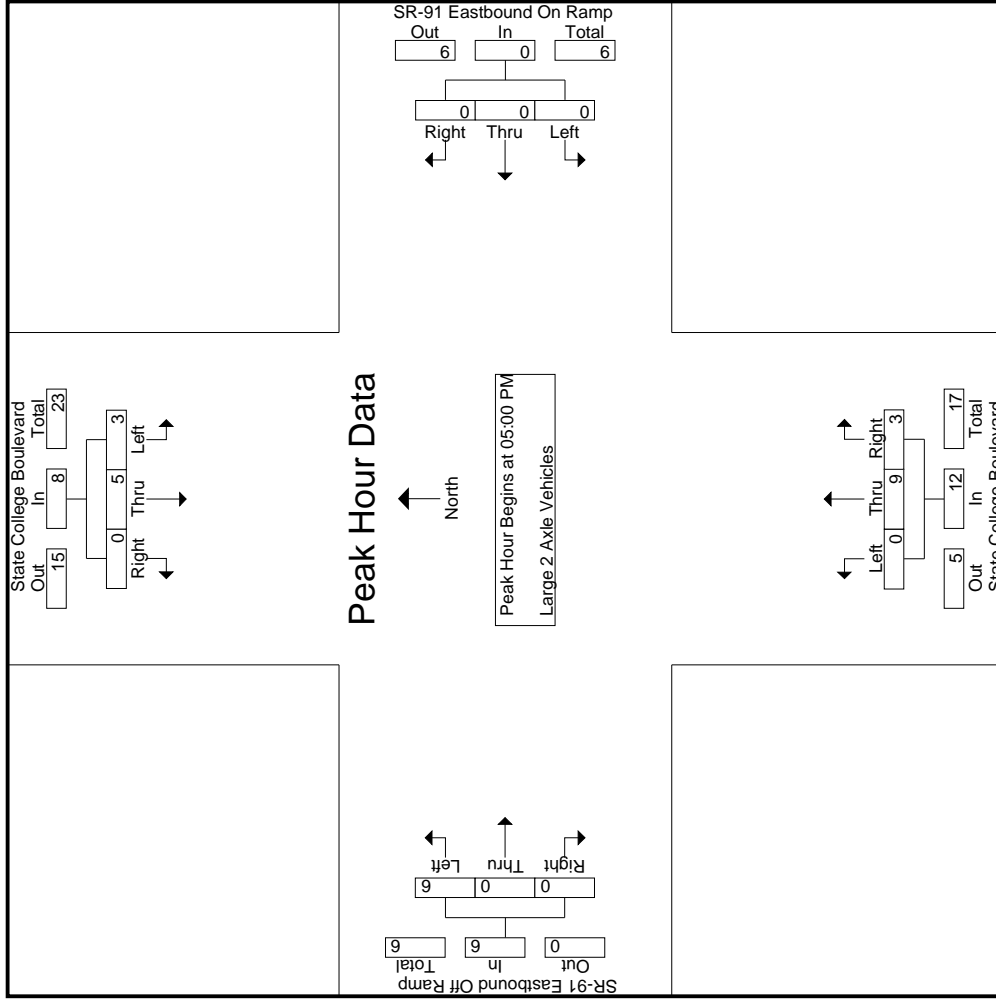
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total Volume	3	5	0	0	8	0	0	0	0	0	9	3	12	6	0	0	6	26
% App. Total	37.5	62.5	0	0	0	0	0	0	0	0	75	25	100	0	0	0	0	26
PHF	.750	.625	.000	.667	.000	.000	.000	.000	.000	.000	.750	.375	.750	.000	.000	.750	.722	.722

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	1	1	6	7
04:15 PM	1	3	0	0	4	0	0	0	0	4	0	4	0	0	0	0	8	8
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	2	2	1	6	7
04:45 PM	0	3	0	0	3	0	0	0	0	2	0	2	0	0	0	0	5	5
Total	1	13	0	0	14	0	0	0	0	8	0	7	1	0	3	2	25	27
05:00 PM	0	4	0	0	4	0	0	0	0	2	0	2	0	0	0	0	6	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	3	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	3	3
Total	0	7	0	0	7	0	0	0	0	4	2	0	1	1	3	1	14	15
Grand Total	1	20	0	0	21	0	0	0	0	12	2	0	4	3	6	3	39	42
Approch %	4.8	95.2	0	0	53.8	0	0	0	0	91.7	8.3	2.6	0	0	33.3	0	66.7	0
Total %	2.6	51.3	0	0	53.8	0	0	0	0	28.2	2.6	30.8	0	10.3	15.4	7.1	92.9	0

3.1-251

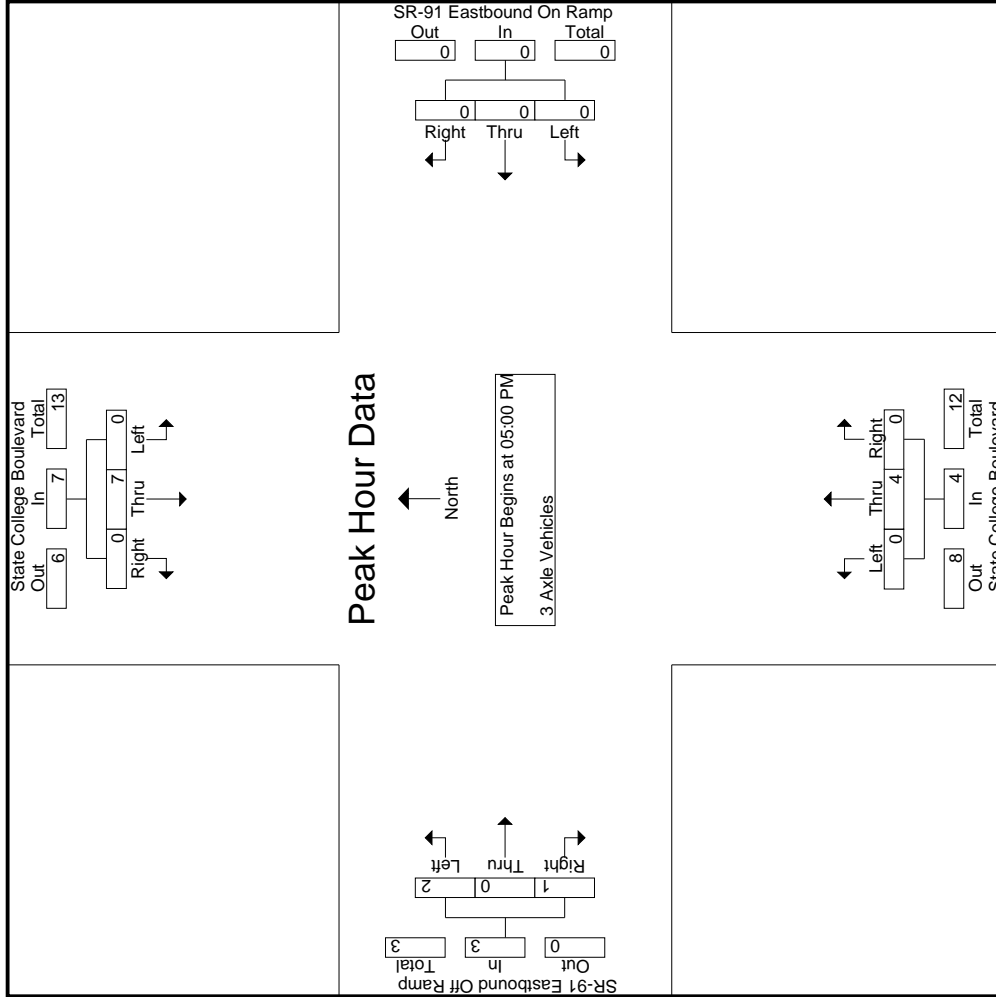
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	3	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	3	3
Total Volume	0	7	0	0	7	0	0	0	0	4	2	0	1	1	3	1	14	14
% App. Total	0	100	0	0	100	0	0	0	0	100	0	33.3	0	33.3	0	33.3	0	33.3
PHF	.000	.438	.000	.000	.438	.000	.000	.000	.000	.500	.000	.250	.250	.000	.375	.250	.583	.583

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	3	3
04:30 PM	1	0	0	0	1	0	0	0	0	1	2	0	0	0	2	0	4	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	1	0	0	3	0	0	0	0	3	4	0	0	0	4	0	10	10
05:00 PM	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	0	4	4
05:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
05:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	3	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	3	1	0	0	4	0	5	5
Total	6	2	0	0	8	0	0	0	0	0	7	1	0	0	8	0	16	16
Grand Total	8	3	0	0	11	0	0	0	0	3	11	1	0	0	12	0	26	26
Approch %	72.7	27.3	0	0	0	0	0	0	0	0	91.7	8.3	0	0	46.2	0	100	0
Total %	30.8	11.5	0	0	42.3	0	0	0	0	11.5	42.3	3.8	0	0	0	0	100	0

3.1-253

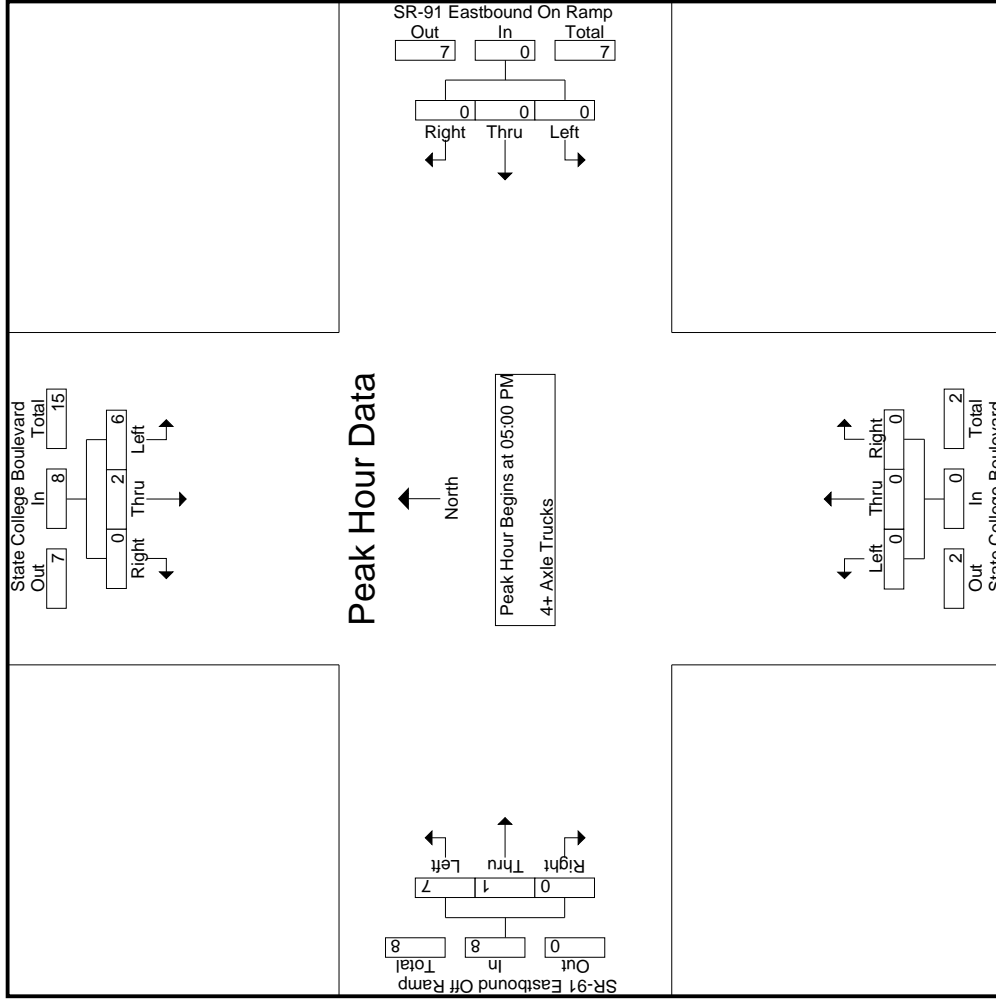
Start Time	State College Boulevard Southbound				SR-91 Eastbound On Ramp Westbound				State College Boulevard Northbound				SR-91 Eastbound Off Ramp Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	3	1	0	0	4	0	4	5
Total Volume	6	2	0	0	8	0	0	0	0	0	7	1	0	0	8	0	16	16
% App. Total	75	25	0	0	0	0	0	0	0	0	87.5	12.5	0	0	0	0	100	0
PHF	.750	.500	.000	.000	.667	.000	.000	.000	.000	.000	.583	.250	.000	.000	.500	.000	.800	.800

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

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

City of Fullerton
 N/S: State College Boulevard
 E/W: SR-91 Eastbound Ramps
 Weather: Clear

File Name : 14_FLN_STC_91E_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: State College Boulevard
 E/W: SR-91 EB Ramps



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg State College Boulevard Pedestrians	East Leg SR-91 EB Ramps Pedestrians	South Leg State College Boulevard Pedestrians	West Leg SR-91 EB Ramps Pedestrians	
7:00 AM	0	1	0	1	2
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	2	0	2	4
8:00 AM	0	4	0	0	4
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	9	0	4	13

	North Leg State College Boulevard Pedestrians	East Leg SR-91 EB Ramps Pedestrians	South Leg State College Boulevard Pedestrians	West Leg SR-91 EB Ramps Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	3	0	0	3
4:45 PM	0	4	0	1	5
5:00 PM	0	2	0	0	2
5:15 PM	0	3	0	1	4
5:30 PM	0	4	0	2	6
5:45 PM	0	4	0	0	4
TOTAL VOLUMES:	0	21	0	4	25

Location: Fullerton
 N/S: State College Boulevard
 E/W: SR-91 EB Ramps



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound State College Boulevard			Westbound SR-91 EB Ramps			Northbound State College Boulevard			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	5	0	0	0	0	6

	Southbound State College Boulevard			Westbound SR-91 EB Ramps			Northbound State College Boulevard			Eastbound SR-91 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	0	0	2	0	0	0	0	5

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

Start Time	Placentia Avenue Southbound						Kimberly Avenue Westbound						Placentia Avenue Northbound						Kimberly Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	4	115	9	0	128	6	0	7	2	13	2	91	6	0	99	11	0	10	4	21	6	261	267			
07:15 AM	9	160	12	0	181	1	0	4	3	5	5	93	11	1	109	18	5	3	2	26	6	321	327			
07:30 AM	6	168	9	0	183	7	4	9	6	20	5	148	16	2	169	10	4	3	0	17	8	389	397			
07:45 AM	11	217	26	1	254	8	0	6	6	14	6	111	12	2	129	11	5	2	2	18	11	415	426			
Total	30	660	56	1	746	22	4	26	17	52	18	443	45	5	506	50	14	18	8	82	31	1386	1417			
08:00 AM	9	168	11	0	188	5	2	5	5	12	7	98	11	2	116	10	3	1	1	14	8	330	338			
08:15 AM	19	137	9	1	165	8	3	5	4	16	4	94	17	1	115	13	3	3	2	19	8	315	323			
08:30 AM	22	147	6	0	175	6	2	4	2	12	3	119	35	5	157	14	4	13	11	31	18	375	393			
08:45 AM	15	149	19	0	183	8	1	9	5	18	3	97	26	0	126	17	5	28	16	50	21	377	398			
Total	65	601	45	1	711	27	8	23	16	58	17	408	89	8	514	54	15	45	30	114	55	1397	1452			
Grand Total	95	1261	101	2	1457	49	12	49	33	110	35	851	134	13	1020	104	29	63	38	196	86	2783	2869			
Approch %	6.5	86.5	6.9		44.5	10.9	44.5			4	3.4	83.4	13.1		36.7	53.1	14.8	32.1		7						
Total %	3.4	45.3	3.6		52.4	1.8	0.4	1.8		4	1.3	30.6	4.8		36.7	3.7	1	2.3		3						
Passenger Vehicles	95	1216	94		1407	49	12	46		140	33	815	131		992	97	29	42		189						
Passenger Vehicles	100	96.4	93.1		96.4	100	100	93.9		97.9	94.3	95.8	97.8		100	93.3	100	66.7		80.8						
Large 2 Axle Vehicles	0	32	5		37	0	0	1		1	0	28	2		30	6	0	21		44						
Large 2 Axle Vehicles	0	2.5	5		2.5	0	0	2		0.7	0	3.3	1.5		2.9	5.8	0	33.3		18.8						
3 Axle Vehicles	0	4	1		5	0	0	2		2	0	0	0		0	0	0	0		0						
3 Axle Vehicles	0	0.3	1		0.3	0	0	4.1		1.4	0	0	0		0	0	0	0		0						
4+ Axle Trucks	0	9	1		10	0	0	0		0	2	8	1		11	1	0	0		1						
4+ Axle Trucks	0	0.7	1		0.7	0	0	0		0	5.7	0.9	0.7		1.1	1	0	0		0.4						

Start Time	Placentia Avenue Southbound						Kimberly Avenue Westbound						Placentia Avenue Northbound						Kimberly Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:15 AM	9	160	12		181	1	0	4		4	5	93	11		109	18	5	3		26						
07:30 AM	6	168	9		183	7	4	9		9	5	148	16		169	10	4	3		17						
07:45 AM	11	217	26		254	8	0	6		14	6	111	12		129	11	5	2		18						
08:00 AM	9	168	11		188	5	2	5		12	7	98	11		116	10	3	1		14						
Total Volume	35	713	58		806	21	6	24		51	23	450	50		523	49	17	9		75						
% App. Total	4.3	88.5	7.2		41.2	11.8	47.1			9.6	4.4	86	9.6		65.3	22.7	12			.750						
PHF	.795	.821	.558		.793	.656	.375	.667		.638	.821	.760	.781		.774	.681	.850	.750		.721						

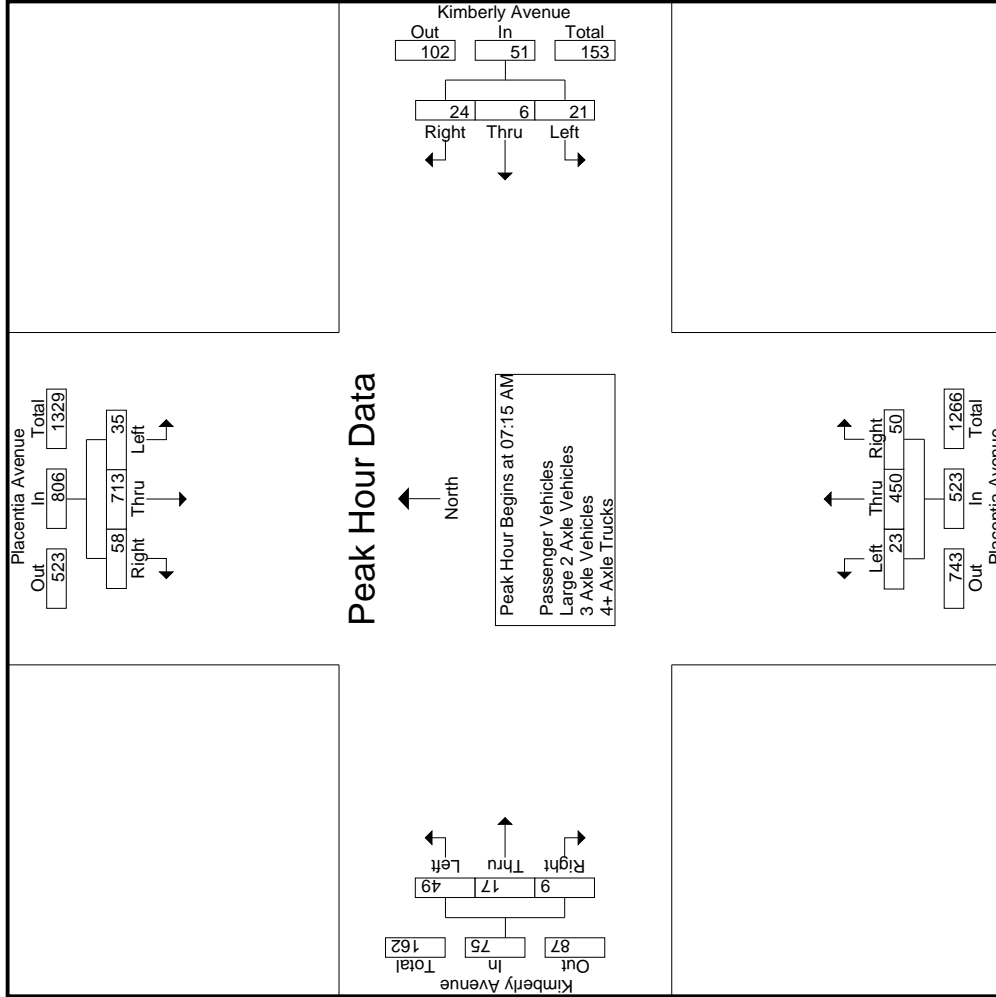
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0	5	5
07:15 AM	0	4	0	0	4	0	0	0	0	3	3	0	1	1	1	1	8	9
07:30 AM	0	6	1	0	7	0	0	0	0	2	2	0	0	0	0	0	9	9
07:45 AM	0	5	1	0	6	0	0	0	0	5	1	0	0	0	1	0	13	13
Total	0	15	3	0	18	0	0	0	0	15	1	0	1	1	2	1	35	36
08:00 AM	0	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	6	6
08:15 AM	0	6	0	0	6	0	0	0	0	3	1	0	1	1	2	1	11	12
08:30 AM	0	5	0	0	5	0	0	0	0	5	3	0	7	7	10	7	20	27
08:45 AM	0	3	2	0	5	0	0	1	0	4	1	0	12	8	13	8	23	31
Total	0	17	2	0	19	0	0	1	0	15	5	0	20	16	25	16	60	76
Grand Total	0	32	5	0	37	0	0	1	0	30	6	0	21	17	27	17	95	112
Apprch %	0	86.5	13.5			0	0	100			22.2	0	77.8		28.4	15.2	84.8	
Total %	0	33.7	5.3		38.9	0	0	1.1		31.6	6.3	0	22.1					

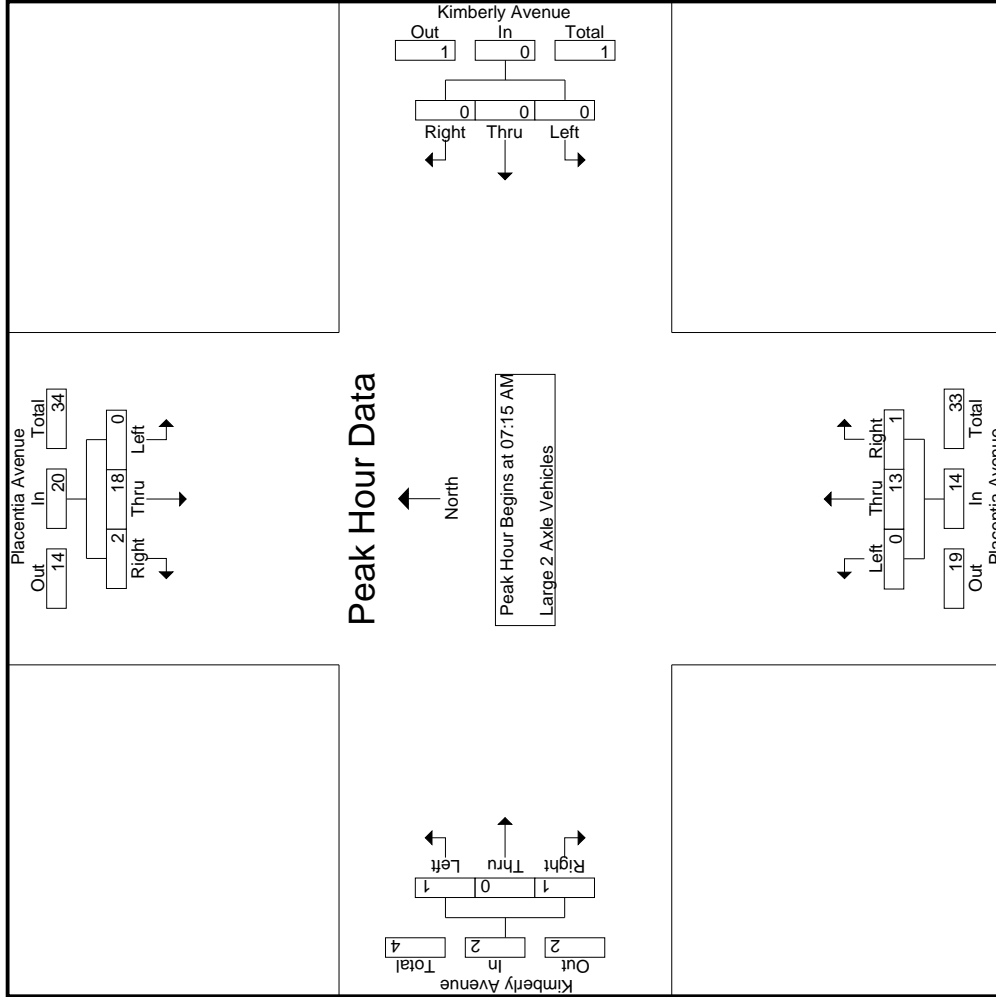
Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	0	4	0		4	0	0	0		0	0	3	0		3	0	0	0		0	0	1	1	1
07:30 AM	0	6	1		7	0	0	0		0	0	2	0		2	0	0	0		0	0	0	0	0
07:45 AM	0	5	1		6	0	0	0		0	0	5	1		6	1	0	0		0	0	0	1	13
08:00 AM	0	3	0		3	0	0	0		0	0	3	0		3	0	0	0		0	0	0	0	6
Total Volume	0	18	2		20	0	0	0		0	0	13	1		14	1	0	1		0	0	1	2	36
% App. Total	0	90	10		100	0	0	0		0	0	92.9	7.1		100	50	0	50		0	0	50	100	100
PHF	.000	.750	.500		.714	.000	.000	.000		.000	.000	.650	.250		.583	.250	.000	.250		.000	.250	.500	.692	

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

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

3.1-261

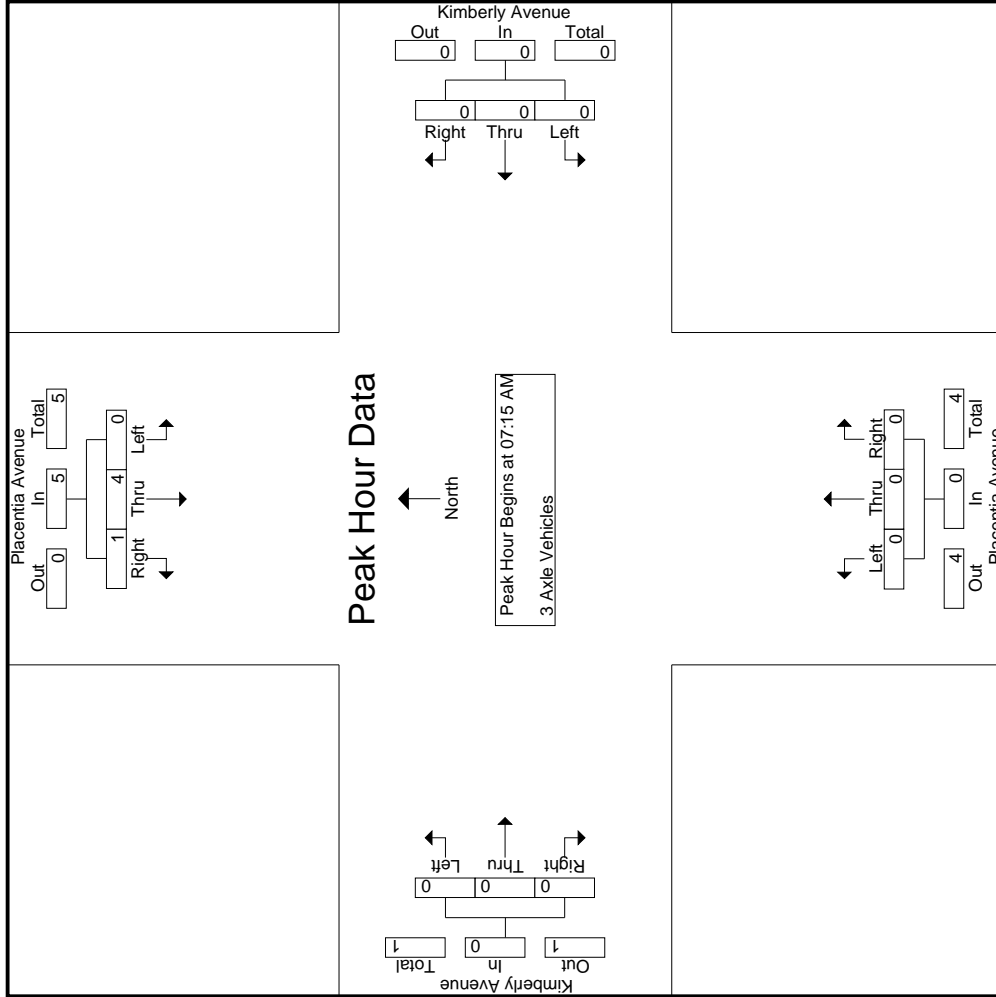
Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	1		5	0	0	0		0	0	0	0		0	0	0	5
% App. Total	0	80	20			0	0	0			0	0	0		0	0	0	100
PHF	.000	1.00	.250		.625	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.625

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2
07:45 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	5
Total	0	3	1	0	4	0	0	0	0	0	2	3	0	0	5	0	0	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	3
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	5
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	0	0	13
Grand Total	0	9	1	0	10	0	0	0	0	0	2	8	1	0	11	1	0	22
Apprch %	0	90	10		45.5	0	0	0	0	0	18.2	72.7	9.1	0	50	100	0	22
Total %	0	40.9	4.5			0	0	0	0	0	9.1	36.4	4.5		4.5	0	0	100

3.1-263

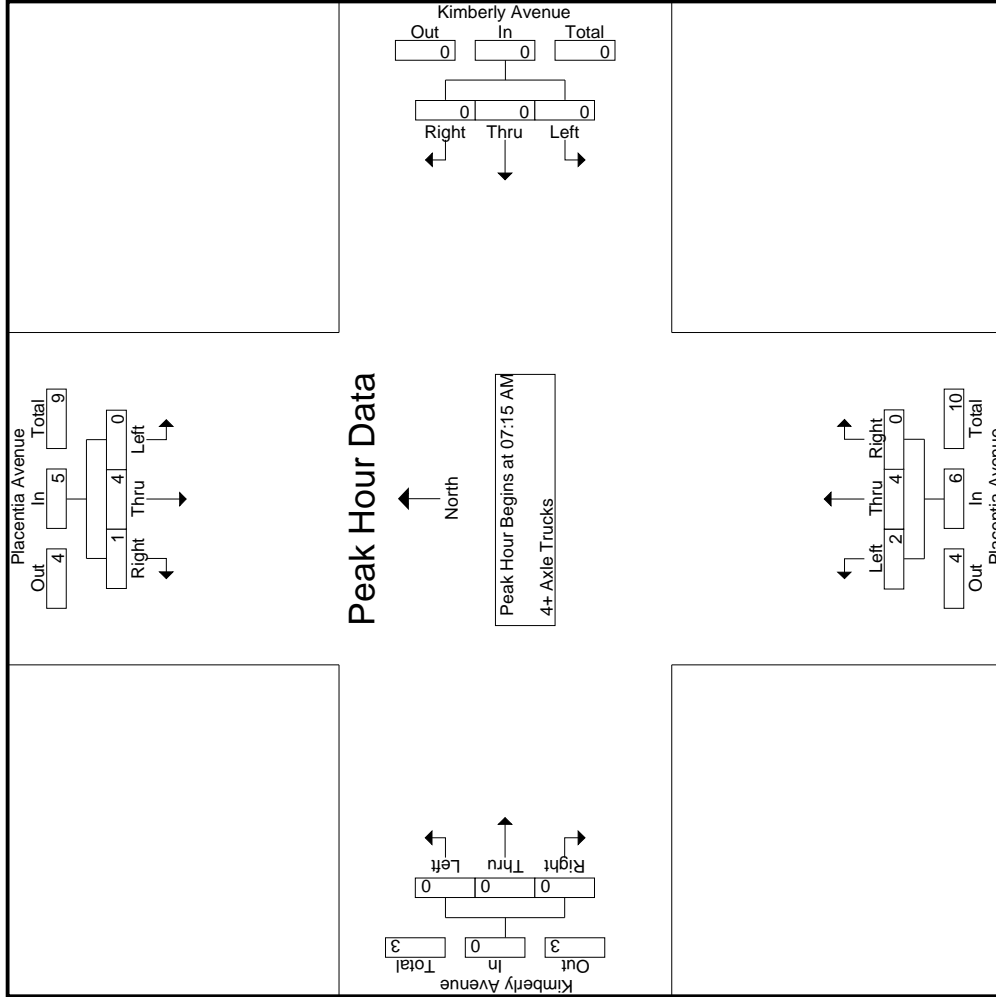
Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	1		5	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	11
% App. Total	0	80	20		.250	0	0	0	0	0	33.3	66.7	0	0	.750	.000	.000	.000	.000	.000	.550
PHF	.000	.333	.250		.313	.000	.000	.000	.000	.000	.500	1.000	.000	.000	.750	.000	.000	.000	.000	.000	.550

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	Placentia Avenue Southbound						Kimberly Avenue Westbound						Placentia Avenue Northbound						Kimberly Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	7	149	16	0	172	21	1	9	9	31	7	155	14	3	176	24	2	10	9	36	21	415	436			
04:15 PM	5	153	19	0	177	14	7	10	5	31	4	157	5	0	166	29	0	3	2	32	7	406	413			
04:30 PM	5	170	24	1	199	34	3	17	12	54	7	160	21	1	188	22	2	11	6	35	20	476	496			
04:45 PM	8	155	31	0	194	12	3	11	4	26	7	173	11	3	191	32	5	10	4	47	11	458	469			
Total	25	627	90	1	742	81	14	47	30	142	25	645	51	7	721	107	9	34	21	150	59	1755	1814			
05:00 PM	7	173	26	4	206	35	7	16	9	58	4	146	16	0	166	28	4	8	4	40	17	470	487			
05:15 PM	14	172	16	1	202	21	6	11	5	38	4	136	9	2	149	23	7	14	3	44	11	433	444			
05:30 PM	16	165	21	2	202	15	5	9	5	29	5	161	16	4	182	29	4	10	4	43	15	456	471			
05:45 PM	20	155	18	2	193	9	2	14	12	25	3	170	13	0	186	25	7	10	5	42	19	446	465			
Total	57	665	81	9	803	80	20	50	31	150	16	613	54	6	683	105	22	42	16	169	62	1805	1867			
Grand Total	82	1292	171	10	1545	161	34	97	61	292	41	1258	105	13	1404	212	31	76	37	319	121	3560	3681			
Approch %	5.3	83.6	11.1			55.1	11.6	33.2		8.2	2.9	89.6	7.5		29.4	66.5	9.7	23.8		9	3.3	96.7				
Total %	82	1270	151		1512	159	34	97		351	36	1248	104		1401	205	30	69		339	0	0	3603			
% Passenger Vehicles	100	98.3	88.3	90	97.2	98.8	100	100	100	99.4	87.8	99.2	99	100	98.9	96.7	96.8	90.8	94.6	95.2	0	0	97.9			
% 2 Axle Vehicles	0	14	18		33	2	0	0	0	0.6	5	8	1	0	14	6	1	5	5.4	14	0	0	63			
% Large 2 Axle Vehicles	0	1.1	10.5	10	2.1	1.2	0	0	0	0.6	12.2	0.6	1	0	1	2.8	3.2	6.6	5.4	3.9	0	0	1.7			
% 3 Axle Vehicles	0	2	1		3	0	0	0	0	0	0	0.1	0	0	0.1	0	0	1.3	0	0.3	0	0	5			
% 3 Axle Trucks	0	0.2	0.6	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	1.3	0	0.3	0	0	0.1			
% 4+ Axle Trucks	0	6	1		7	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	10			
% 4+ Axle Trucks	0	0.5	0.6	0	0.5	0	0	0	0	0	0	0.1	0	0	0.1	0.5	0	1.3	0	0.6	0	0	0.3			

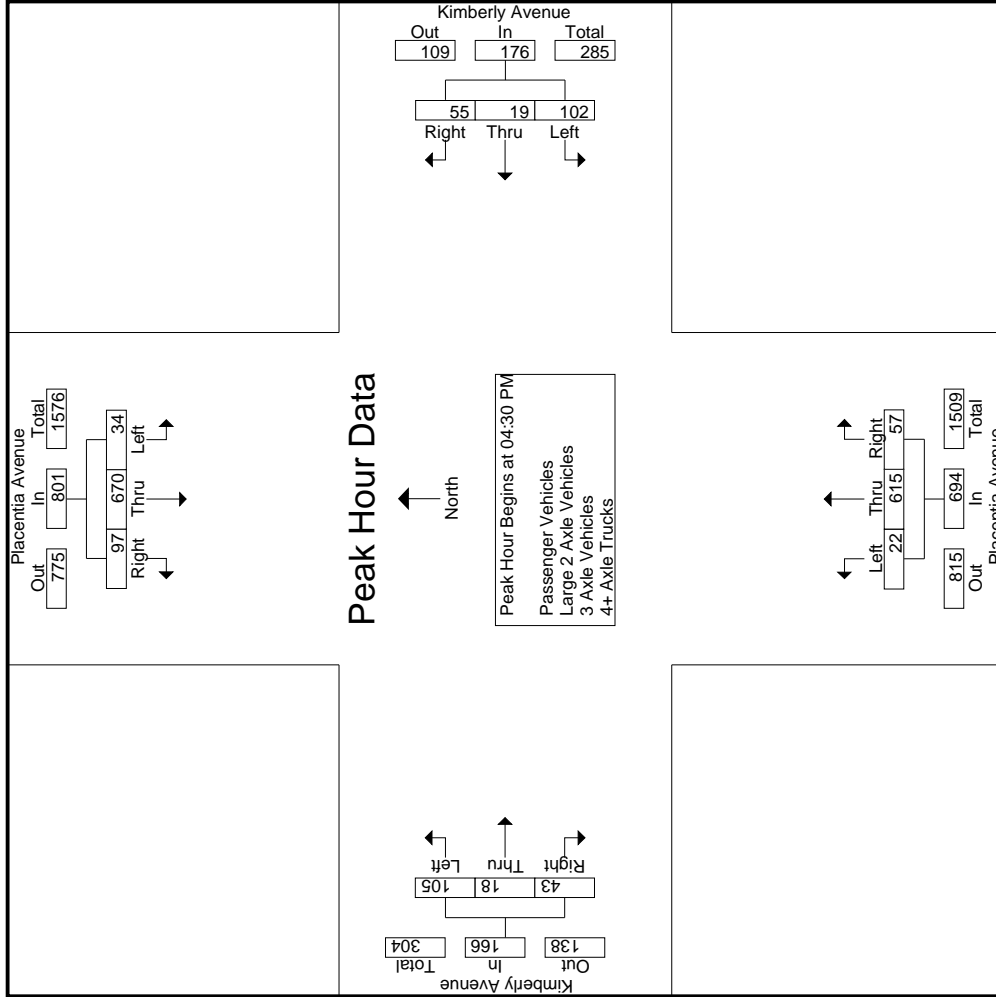
Start Time	Placentia Avenue Southbound						Kimberly Avenue Westbound						Placentia Avenue Northbound						Kimberly Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:30 PM	5	170	24		199	34	3	17		54	7	160	21		188	22	2	11		35	22	2	11		476	
04:45 PM	8	155	31		194	12	3	11		26	7	173	11		191	32	5	10		47	10	47	458			
05:00 PM	7	173	26		206	35	7	16		58	4	146	16		166	28	4	8		40	8	40	470			
05:15 PM	14	172	16		202	21	6	11		38	5	161	16		182	29	4	10		43	15	456	471			
Total Volume	34	670	97		801	102	19	55		176	22	615	57		694	105	18	43		166	43	166	1837			
% App. Total	4.2	83.6	12.1		12.1	58	10.8	31.2		8.2	3.2	88.6	8.2		25.9	63.3	10.8	25.9		25.9	10.8	25.9	1837			
PHF	.607	.968	.782		.972	.729	.679	.809		.759	.786	.889	.679		.908	.820	.643	.768		.883	.768	.883	.965			

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim_PM
 Site Code : 05120182
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City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Placentia Avenue Southbound					Kimberly Avenue Westbound					Placentia Avenue Northbound					Kimberly Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	8	8
04:15 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6	6
04:30 PM	0	2	4	0	6	1	0	0	0	1	2	1	1	0	4	1	0	2	1	3	1	14	15	
04:45 PM	0	1	5	0	6	0	0	0	0	0	1	0	0	0	1	1	0	1	1	2	1	9	10	
Total	0	9	12	0	21	1	0	0	0	1	3	4	1	0	8	4	0	3	2	7	2	37	39	
05:00 PM	0	1	4	1	5	1	0	0	0	1	2	0	0	0	2	1	1	1	0	3	1	11	12	
05:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3	
05:30 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5	
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	4	
Total	0	5	6	1	11	1	1	0	0	1	2	4	0	0	6	2	1	2	0	5	1	23	24	
Grand Total	0	14	18	1	32	2	0	0	0	2	5	8	1	0	14	6	1	5	2	12	3	60	63	
Approch %	0	43.8	56.2			100	0	0		35.7	57.1	7.1			50	8.3	41.7		20	4.8	95.2			
Total %	0	23.3	30		53.3	3.3	0	0		8.3	13.3	1.7		23.3	10	1.7	8.3		20	4.8	95.2			

3.1-267

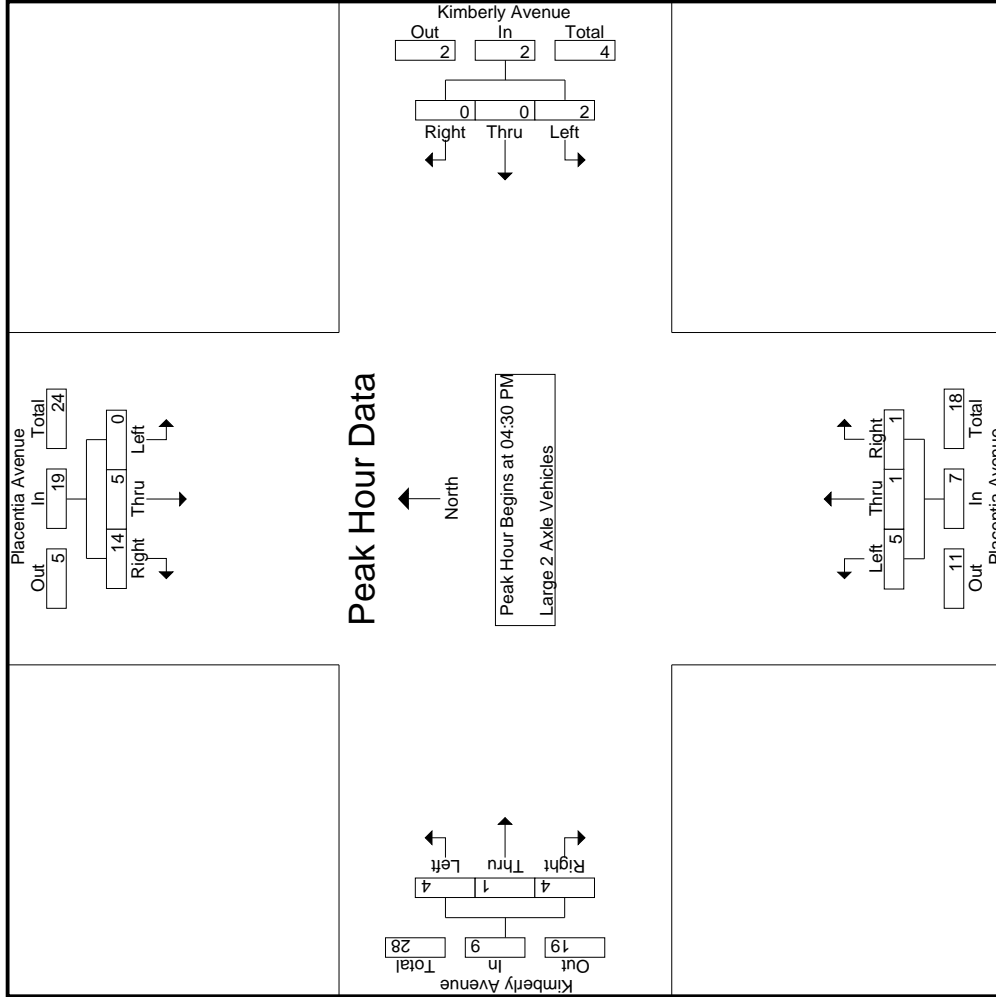
Start Time	Placentia Avenue Southbound					Kimberly Avenue Westbound					Placentia Avenue Northbound					Kimberly Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	2	4		6	1	0	0		1	2	1	1		4	1	0	2		0	3	3	14
04:45 PM	0	1	5		6	0	0	0		0	1	0	0		1	1	0	1		0	1	2	9
05:00 PM	0	1	4		5	1	0	0		1	2	0	0		2	1	1	1		1	1	3	11
05:15 PM	0	1	1		2	0	0	0		0	0	0	0		0	1	0	0		0	0	1	3
Total Volume	0	5	14		19	2	0	0		2	5	1	1		7	4	1	4		1	4	9	37
% App. Total	0	26.3	73.7			100	0	0		0	71.4	14.3	14.3		44.4	11.1	44.4		44.4	11.1	44.4	.500	.661
PHF	.000	.625	.700		.792	.500	.000	.000		.500	.625	.250	.250		.438	1.00	.750		.250	.500	.750	.661	

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

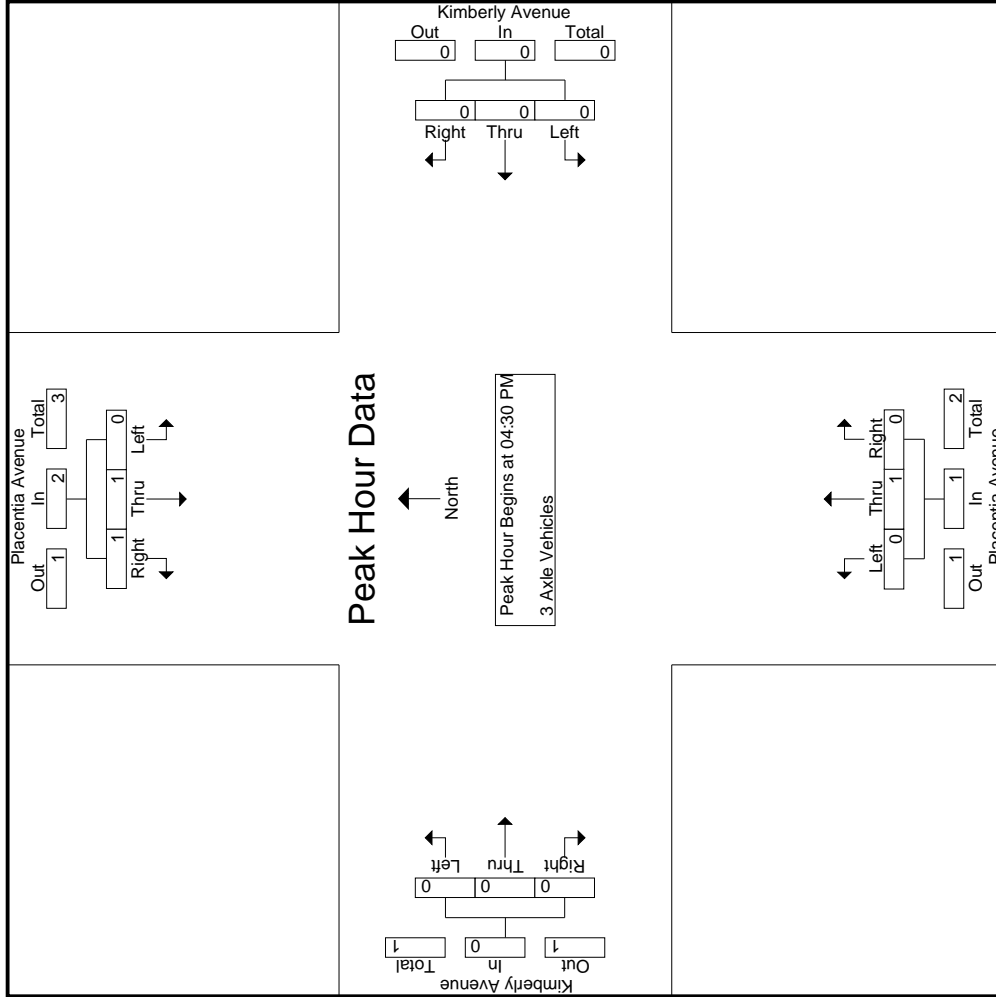
Start Time	Placentia Avenue Southbound			Kimberly Avenue Westbound			Placentia Avenue Northbound			Kimberly Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	3	3
Grand Total	0	2	1	0	3	0	0	0	0	1	0	0	1	0	0	0	5	5
Approch %	0	66.7	33.3			0	0	0	0	100	0	0	0	100	0	0	100	
Total %	0	40	20		60	0	0	0	0	20	0	0	20	0	20	0	100	

Start Time	Placentia Avenue Southbound			Kimberly Avenue Westbound			Placentia Avenue Northbound			Kimberly Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1		2	0	0	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	50	50		100	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.250	.250		.500	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750

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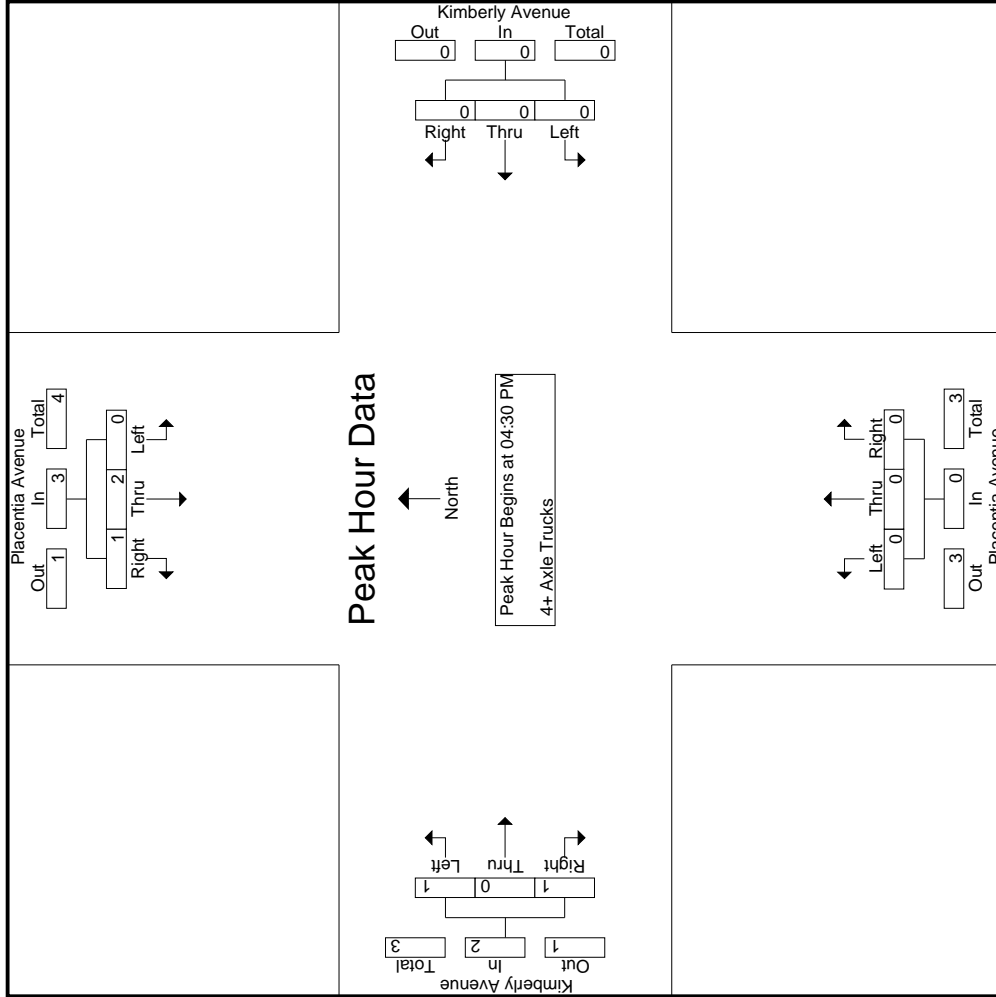
City of Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue
 Weather: Clear

File Name : 15_FLN_Pla_Kim_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	2	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	6	6
Grand Total	0	6	1	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	10	10
Approch %	0	85.7	14.3			0	0	0	0	0	100	0	0	0	50	0	0	50	0	0	20	0	100	
Total %	0	60	10		70	0	0	0	0	0	10	0	0	10	20	0	0	10	0	0				
Start Time	Placentia Avenue Southbound				Kimberly Avenue Westbound				Placentia Avenue Northbound				Kimberly Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	66.7	33.3			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.250		.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.250	.250	.250	.250	.625



Location: Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Placentia Avenue Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg Placentia Avenue Pedestrians	West Leg Kimberly Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	2	0	1	5
7:30 AM	0	2	2	2	6
7:45 AM	1	4	0	0	5
8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	1	2	0	0	3
TOTAL VOLUMES:	5	12	2	3	22

	North Leg Placentia Avenue Pedestrians	East Leg Kimberly Avenue Pedestrians	South Leg Placentia Avenue Pedestrians	West Leg Kimberly Avenue Pedestrians	
4:00 PM	0	1	0	1	2
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	1	2
5:15 PM	0	1	1	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	5	1	2	8

Location: Fullerton
 N/S: Placentia Avenue
 E/W: Kimberly Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Placentia Avenue			Westbound Kimberly Avenue			Northbound Placentia Avenue			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Placentia Avenue			Westbound Kimberly Avenue			Northbound Placentia Avenue			Eastbound Kimberly Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	31	47	52	11	130		12	74	43	16	129		8	34	28	5	70		27	93	10	1	130	
07:15 AM	38	56	67	13	161		9	88	45	27	142		10	50	18	5	78		25	137	15	3	177	
07:30 AM	44	73	61	16	178		11	99	52	25	162		10	89	33	11	132		37	136	6	2	179	
07:45 AM	44	90	86	21	220		35	130	51	26	216		11	49	31	8	91		43	148	5	1	196	
Total	157	266	266	61	689		67	391	191	94	649		39	222	110	29	371		132	514	36	7	682	
08:00 AM	38	62	68	9	168		19	128	53	20	200		8	36	20	8	64		48	137	4	1	189	
08:15 AM	44	47	58	12	149		26	102	62	28	190		9	48	26	8	83		29	112	5	0	146	
08:30 AM	54	51	67	12	172		27	107	74	42	208		9	44	21	4	74		46	103	8	1	157	
08:45 AM	57	55	63	20	175		11	97	80	37	188		8	33	15	3	56		36	97	8	2	141	
Total	193	215	256	53	664		83	434	269	127	786		34	161	82	23	277		159	449	25	4	633	
Grand Total	350	481	522	114	1353		150	825	460	221	1435		73	383	192	52	648		291	963	61	11	1315	
Approch %	25.9	35.6	38.6				10.5	57.5	32.1				11.3	59.1	29.6				22.1	73.2	4.6			
Total %	7.4	10.1	11				3.2	17.4	9.7				1.5	8.1	4				6.1	20.3	1.3			
Passenger Vehicles	326	461	505		1404		143	736	447		1540		63	361	174		646		280	865	55		1210	
Passenger Vehicles %	93.1	95.8	96.7	98.2	95.7		95.3	89.2	97.2	96.8	93		86.3	94.3	90.6	92.3	92.3		96.2	89.8	90.2	90.9	91.3	
Large 2 Axle Vehicles	21	19	10		52		7	54	7		72		6	21	17		48		8	67	5		81	
Large 2 Axle Vehicles %	6	4	1.9	1.8	3.5		4.7	6.5	1.5	1.8	4.3		8.2	5.5	8.9	7.7	6.9		2.7	7	8.2	9.1	6.1	
3 Axle Vehicles	1	0	1		2		0	4	1		6		4	0	0		4		0	3	1		4	
3 Axle Vehicles %	0.3	0	0.2	0	0.1		0	0.5	0.2	0.5	0.4		5.5	0	0	0	0.6		0	0.3	1.6	0	0.3	
4+ Axle Trucks	2	1	6		9		0	31	5		38		0	1	1		2		3	28	0		31	
4+ Axle Trucks %	0.6	0.2	1.1	0	0.6		0	3.8	1.1	0.9	2.3		0	0.3	0.5	0	0.3		1	2.9	0	0	2.3	
PHF	.966	.756	.794		.813		.650	.883	.879		.889		.864	.624	.833		.701		.818	.900	.833		.906	

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

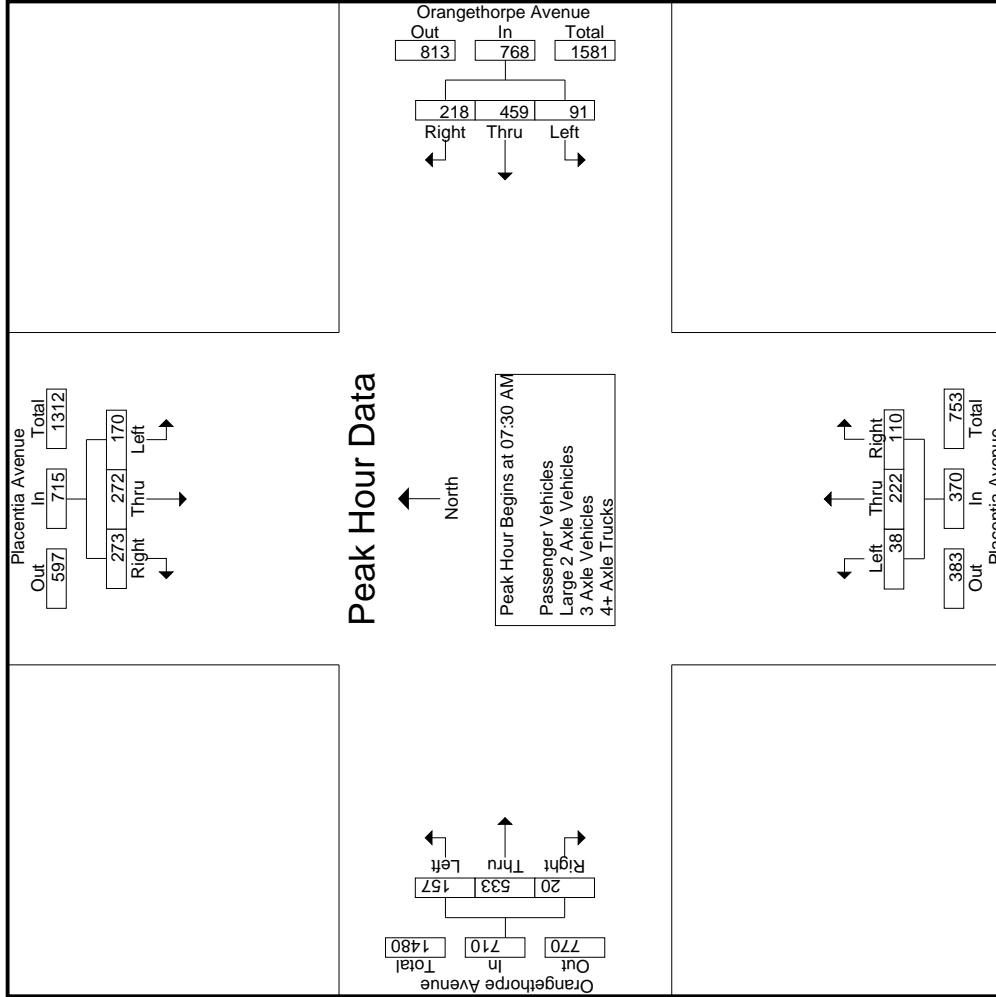
Peak Hour for Entire Intersection Begins at 07:30 AM

Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:30 AM	44	73	61		178		11	99	52		162		10	89	33		33		37	136	6		179	
07:45 AM	44	90	86		220		35	130	51		216		11	49	31		31		43	148	5		196	
08:00 AM	38	62	68		168		19	128	53		200		9	48	26		83		29	112	5		146	
08:15 AM	44	47	58		149		26	102	62		190		10	50	18		78		25	137	15		177	
Total Volume	170	272	273		715		91	459	218		768		38	222	110		370		157	533	20		710	
% App. Total	23.8	38	38.2		38.2		11.8	59.8	28.4		28.4		10.3	60	29.7		29.7		22.1	75.1	2.8		75.1	
PHF	.966	.756	.794		.813		.650	.883	.879		.889		.864	.624	.833		.701		.818	.900	.833		.906	

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City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0		1	4	1	1	6		2	2	2	0	5		1	5	0	0	6	
07:15 AM	1	1	1	0	3		0	7	0	0	7		3	3	3	1	6		0	10	3	0	13	
07:30 AM	0	6	1	1	7		0	5	0	0	5		2	3	3	1	5		1	5	0	0	6	
07:45 AM	2	2	1	0	5		2	9	2	1	13		0	5	3	1	8		0	10	0	0	10	
Total	3	9	3	1	15		3	25	3	2	31		1	12	11	3	24		2	30	3	0	35	
08:00 AM	1	2	2	0	5		1	6	0	0	7		0	3	1	1	4		0	10	0	0	10	
08:15 AM	1	3	1	0	5		0	4	0	0	4		4	2	2	0	9		1	6	0	0	7	
08:30 AM	7	2	3	1	12		2	9	2	1	13		1	1	1	0	3		2	10	1	0	13	
08:45 AM	9	3	1	0	13		1	10	2	1	13		1	2	0	4	4		3	11	1	1	15	
Total	18	10	7	1	35		4	29	4	2	37		5	9	6	1	20		6	37	2	1	45	
Grand Total	21	19	10	2	50		7	54	7	4	68		6	21	17	4	44		8	67	5	1	80	
Apprch %	42	38	20				10.3	79.4	10.3				13.6	47.7	38.6				10	83.8	6.2			
Total %	8.7	7.9	4.1		20.7		2.9	22.3	2.9		28.1		2.5	8.7	7		18.2		3.3	27.7	2.1		33.1	

3.1-277

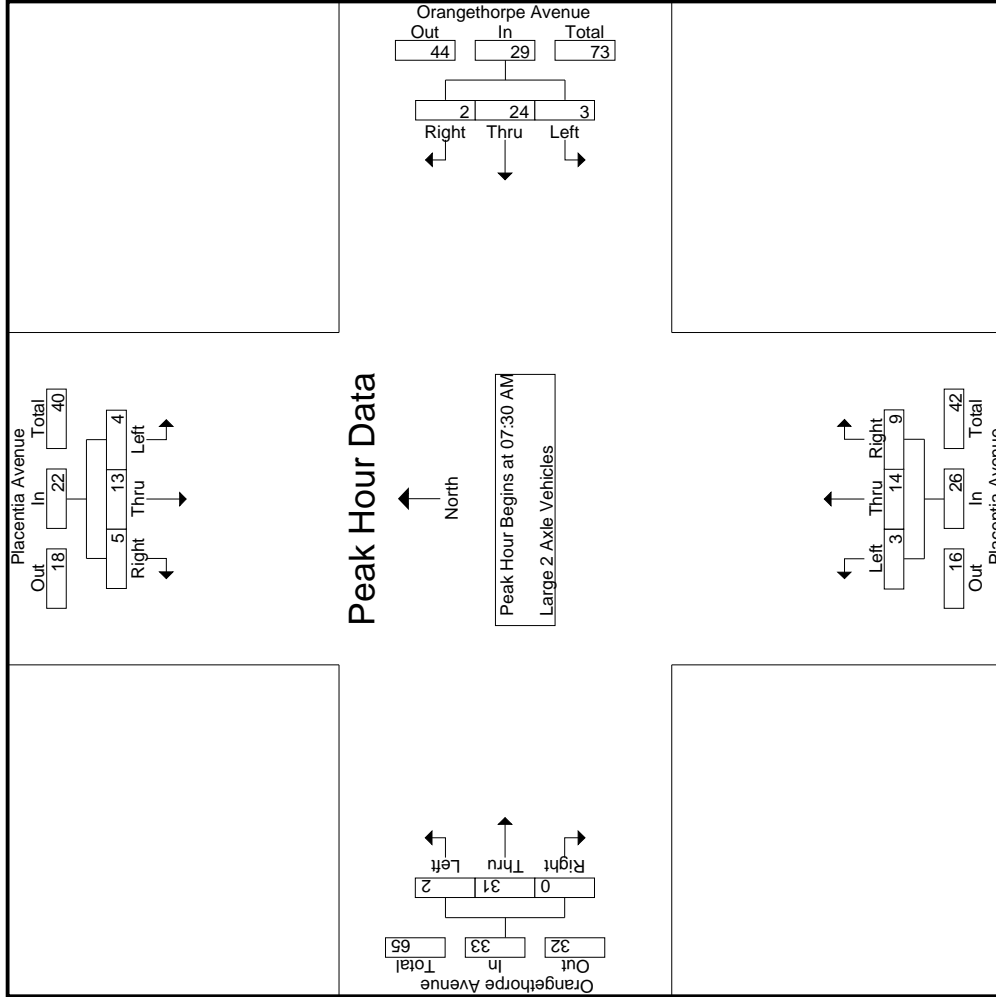
Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:30 AM	0	0	6	1	7		0	5	0	5		0	2	3		1	5	0	0	6				
07:45 AM	2	2	1	1	5		2	9	2	13		0	5	3		0	10	0	0	10				
08:00 AM	1	2	2	1	5		1	6	0	7		0	3	1		0	10	0	0	10				
08:15 AM	1	3	1	1	5		0	4	0	4		4	2	2		1	6	0	0	7				
Total Volume	4	13	5	5	22		3	24	2	29		3	14	9		2	31	0	0	33				
% App. Total	18.2	59.1	22.7				10.3	82.8	6.9				11.5	53.8	34.6				6.1	93.9	0			
PHF	.500	.542	.625	.786	.786		.375	.667	.250	.558		.250	.700	.750	.722	.722		.500	.775	.000	.825	.825	.764	

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

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City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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 (951) 268-6268

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - 3 Axle Vehicles

Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
07:45 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	
Total	0	0	1	0	0	4	0	0	4	1	0	0	0	0	0	0	0	6	
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
08:30 AM	0	0	0	0	0	1	1	0	2	0	0	0	1	1	0	1	5	6	
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Total	1	0	0	0	0	1	1	1	3	0	0	0	3	0	3	1	0	9	
Grand Total	1	0	1	0	0	4	1	1	4	0	0	0	4	0	3	1	0	15	
Apprch %	50	0	50		0	80	20		100	0	0		0	75	25		6.2	93.8	
Total %	6.7	0	6.7		0	26.7	6.7		33.3	0	0		26.7	0	20	6.7		26.7	

3.1-279

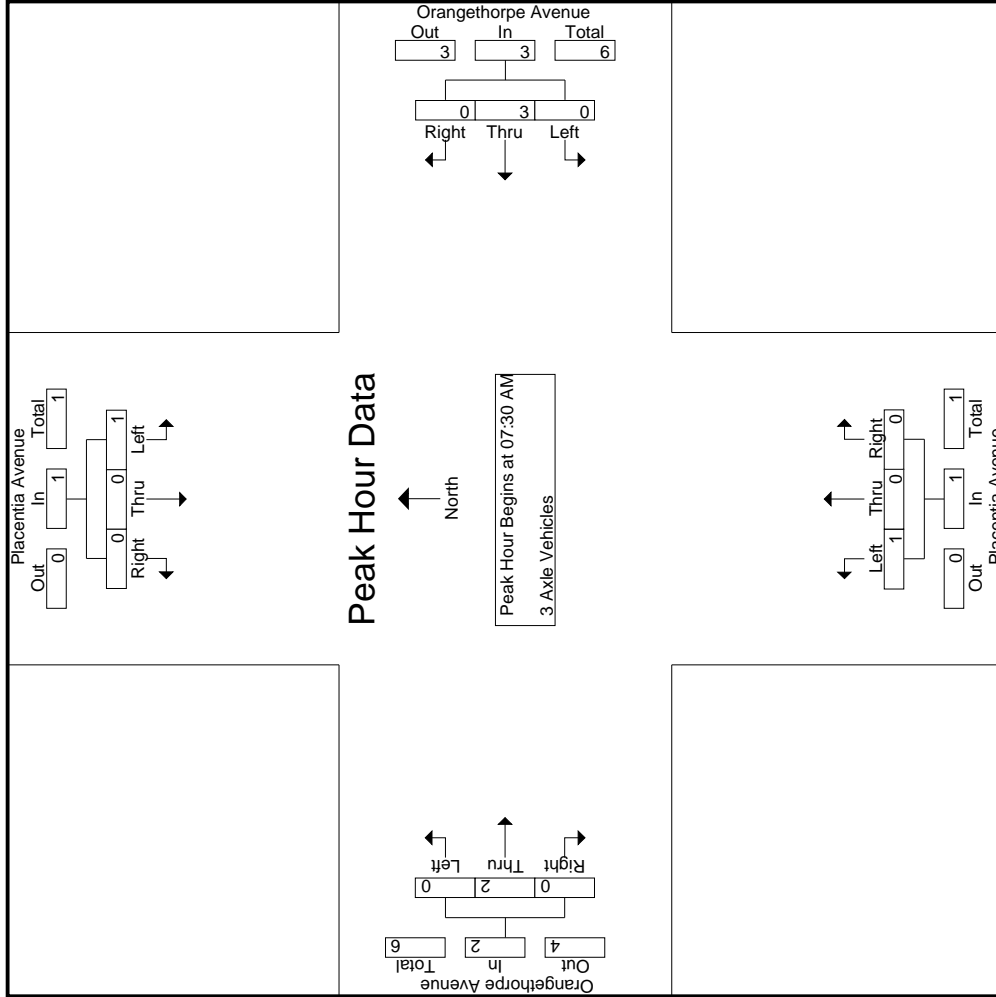
Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	1	0	0	0	0	3	0	0	3	1	0	0	1	0	2	0	2	7	
% App. Total	100	0	0	0	0	100	0	0	100	0	0	0	100	0	100	0	0	.583	
PHF	.250	.000	.000		.250	.000	.000		.250	.000	.000	.000	.250	.000	.250	.000	.250	.583	

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	5	0	0	0	0	1	0	1	0	0	1	0	7	7
07:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0	10	10
07:30 AM	1	0	0	0	6	0	0	0	0	0	0	0	0	0	2	1	9	10
07:45 AM	0	0	1	0	3	0	0	0	0	0	0	0	0	0	5	0	9	9
Total	1	0	1	0	18	0	0	0	0	1	1	13	0	0	14	1	35	36
08:00 AM	1	0	1	0	7	0	0	0	0	0	0	3	0	0	3	0	12	12
08:15 AM	0	0	1	0	4	0	0	0	0	0	0	3	0	0	3	1	8	9
08:30 AM	0	0	3	0	4	0	0	0	0	1	0	5	0	0	5	0	13	13
08:45 AM	0	1	0	0	3	0	0	0	0	0	2	4	0	0	6	0	10	10
Total	1	1	5	0	18	0	0	0	0	1	2	15	0	0	17	1	43	44
Grand Total	2	1	6	0	36	0	0	0	0	2	3	28	0	0	31	2	78	80
Apprch %	22.2	11.1	66.7		46.2	0	0	0	0	2.6	9.7	90.3	0	0	39.7	2.5	97.5	
Total %	2.6	1.3	7.7			0	1.3	1.3			3.8	35.9	0	0				

3.1-281

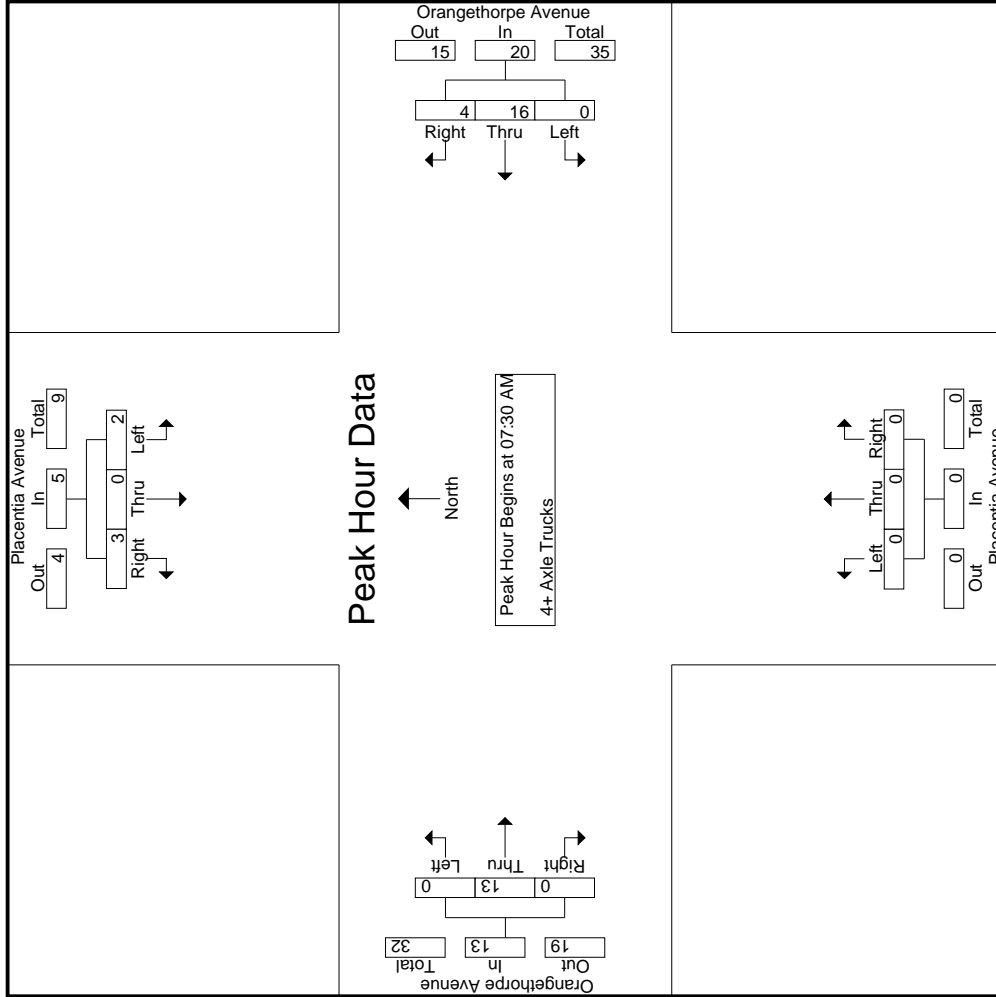
Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5
08:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	12	12
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
Total Volume	2	0	3		5	0	0	0	0	0	0	13	0	0	13	0	38	38
% App. Total	40	0	60		20	0	0	0	0	0	0	100	0	0	100	0		
PHF	.500	.000	.750		.625	.000	.667	.500		.714	.000	.650	.000	.000	.650	.000	.650	.792

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

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City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



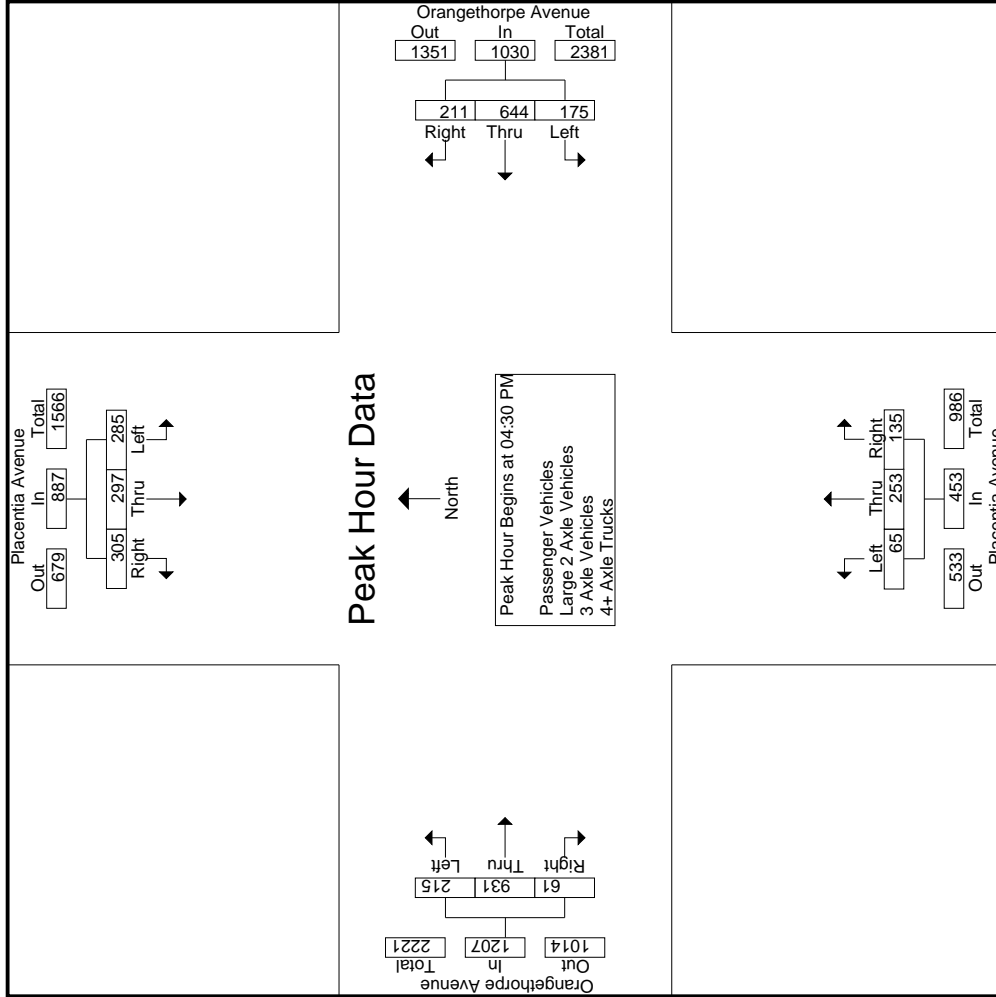
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total						
04:00 PM	61	57	66	10	184		29	142	48	25	219		11	69	31	5	111		55	214	13	4	282		44	796	44		796	840
04:15 PM	53	58	60	20	171		20	131	57	32	208		8	69	27	7	104		58	234	16	7	308		66	791	66		791	857
04:30 PM	66	87	80	17	233		45	146	53	18	244		14	67	43	9	124		54	225	18	2	297		46	898	46		898	944
04:45 PM	72	64	66	12	202		43	171	54	24	268		11	76	23	4	110		54	231	16	3	301		43	881	43		881	924
Total	252	266	272	59	790		137	590	212	99	939		44	281	124	25	449		221	904	63	16	1188		199	3366	199		3366	3565
05:00 PM	75	63	91	21	229		50	152	58	27	260		16	70	39	8	125		53	219	12	1	284		57	898	57		898	955
05:15 PM	72	83	68	15	223		37	175	46	28	258		24	40	30	10	94		54	256	15	3	325		56	900	56		900	956
05:30 PM	57	76	67	10	200		33	176	60	17	269		22	61	23	6	106		57	226	15	2	298		35	873	35		873	908
05:45 PM	56	69	65	7	190		42	147	48	16	237		11	75	23	8	109		74	204	10	6	288		37	824	37		824	861
Total	260	291	291	53	842		162	650	212	88	1024		73	246	115	32	434		238	905	52	12	1195		185	3495	185		3495	3680
Grand Total	512	557	563	112	1632		299	1240	424	187	1963		117	527	239	57	883		459	1809	115	28	2383		384	6861	384		6861	7245
Approch %	31.4	34.1	34.5				15.2	63.2	21.6				13.3	59.7	27.1			19.3	75.9	4.8				5.3	94.7	5.3				
Total %	7.5	8.1	8.2		23.8		4.4	18.1	6.2		28.6		1.7	7.7	3.5		12.9		6.7	26.4	1.7		34.7							
Passenger Vehicles	505	553	546		1714		294	1162	414		2051		112	522	234		925		456	1727	111		2321		0	0	0		0	7011
% Passenger Vehicles	98.6	99.3	97		98.2		98.3	93.7	97.6		96.8		95.7	99.1	97.9		100		99.3	95.5	96.5		96.4		0	0	0		0	96.8
Large 2 Axle Vehicles	5	2	10		19		4	43	10		63		1	3	4		8		2	38	1		42		0	0	0		0	132
% Large 2 Axle Vehicles	1	0.4	1.8		1.8		1.3	3.5	2.4		3.2		0.9	0.6	1.7		0.9		0.4	2.1	0.9		1.7		0	0	0		0	1.8
3 Axle Vehicles	1	1	0		2		1	9	0		10		4	1	0		5		0	23	0		23		0	0	0		0	40
% 3 Axle Vehicles	0.2	0.2	0		0.1		0.3	0.7	0		0.5		3.4	0.2	0		0.5		0	1.3	0		1		0	0	0		0	0.6
4+ Axle Trucks	1	1	7		9		0	26	0		26		0	1	1		2		1	21	3		25		0	0	0		0	62
% 4+ Axle Trucks	0.2	0.2	1.2		0.5		0	2.1	0		1.2		0	0.2	0.4		0.2		0.2	1.2	2.6		1		0	0	0		0	0.9
Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total						
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 04:30 PM																														
04:30 PM	66	87	80		233		45	146	53		244		14	67	43		124		54	225	18		297		297					898
04:45 PM	72	64	66		202		43	171	54		268		11	76	23		110		54	231	16		301		301					881
05:00 PM	75	63	91		229		50	152	58		260		16	70	39		125		53	219	12		284		284					898
05:15 PM	72	83	68		223		37	175	46		258		24	40	30		94		54	256	15		325		325					900
Total Volume	285	297	305		887		175	644	211		1030		65	253	135		453		215	931	61		1207		1207					3577
% App. Total	32.1	33.5	34.4				62.5	20.5			29.8		14.3	55.8	29.8				17.8	77.1	5.1				35.77					.994
PHF	.950	.853	.838		.952		.875	.920	.909		.961		.677	.832	.785		.906		.995	.909	.847		.928							

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	0	7	2	1	1	9	0	1	0	2	0	8	0	8	1	22	23
04:15 PM	1	0	0	0	2	2	2	2	6	0	0	0	0	0	7	1	8	3	15	18
04:30 PM	2	0	2	1	3	3	2	2	7	0	2	0	4	0	4	0	4	3	19	22
04:45 PM	0	0	2	0	7	0	0	0	7	1	0	0	1	0	5	0	5	0	15	15
Total	3	0	7	1	19	7	5	3	29	1	3	0	7	0	24	1	25	7	71	78
05:00 PM	1	0	1	1	7	1	0	0	8	0	0	1	1	1	5	0	6	1	17	18
05:15 PM	0	0	1	0	3	0	0	0	4	0	0	0	0	0	5	0	5	0	10	10
05:30 PM	1	0	0	0	7	2	1	0	9	0	0	0	0	0	1	0	1	1	11	12
05:45 PM	0	2	1	0	7	0	0	0	7	0	0	0	0	1	3	0	4	0	14	14
Total	2	2	3	1	24	3	1	0	28	0	0	1	1	2	14	0	16	2	52	54
Grand Total	5	2	10	2	43	10	6	4	57	1	3	4	8	2	38	1	41	9	123	132
Approch %	29.4	11.8	58.8		75.4	17.5		50	46.3	12.5	37.5	3.3	6.5	4.9	92.7	2.4	33.3	6.8	93.2	
Total %	4.1	1.6	8.1		35	8.1		3.3	46.3	0.8	2.4	3.3	6.5	1.6	30.9	0.8	33.3	6.8	93.2	

3.1-285

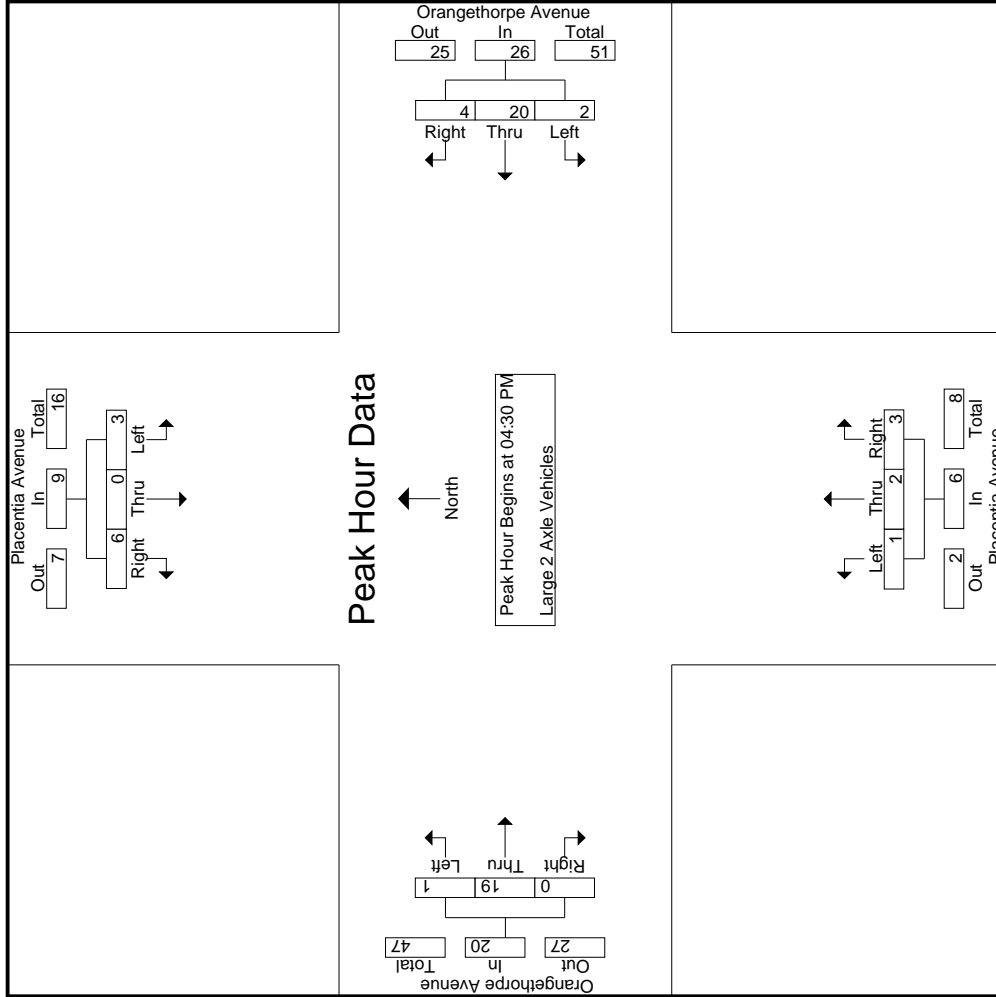
Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	2	0	0	2	1	3	3	0	3	0	0	0	2	0	4	0	4	0	4	19
04:45 PM	0	0	2	2	0	7	0	7	0	0	0	0	0	0	1	0	5	0	5	15
05:00 PM	1	0	0	1	0	7	1	8	1	0	0	1	1	0	5	0	6	0	6	17
05:15 PM	0	0	1	1	1	3	0	4	1	0	0	0	0	0	5	0	5	0	5	10
Total Volume	3	0	6	6	2	20	4	26	4	1	2	3	6	1	19	0	20	0	20	61
% App. Total	33.3	0	66.7		7.7	76.9	15.4	50	15.4	16.7	33.3	50	95	5	95	0	95	0	95	200
PHF	.375	.000	.750		.500	.714	.333	.813	.333	.250	.250	.375	.375	.250	.950	.000	.833		.833	.803

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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 (951) 268-6268

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

Groups Printed - 3 Axle Vehicles

Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	0	0	5	5
04:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	5	5
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	6	6
Total	0	0	0	0	0	1	5	0	0	6	2	0	0	0	2	0	19	19
05:00 PM	0	0	0	0	0	1	1	0	0	1	1	0	0	0	2	0	7	7
05:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	6	6
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
Total	1	1	0	0	2	0	4	0	0	4	2	1	0	0	3	0	21	21
Grand Total	1	1	0	0	2	1	9	0	0	10	4	1	0	0	5	0	40	40
Approch %	50	50	0	0	10	90	0	0	0	25	80	20	0	0	12.5	0	100	0
Total %	2.5	2.5	0	0	5	22.5	0	0	0	25	10	2.5	0	0	12.5	0	100	0

3.1-287

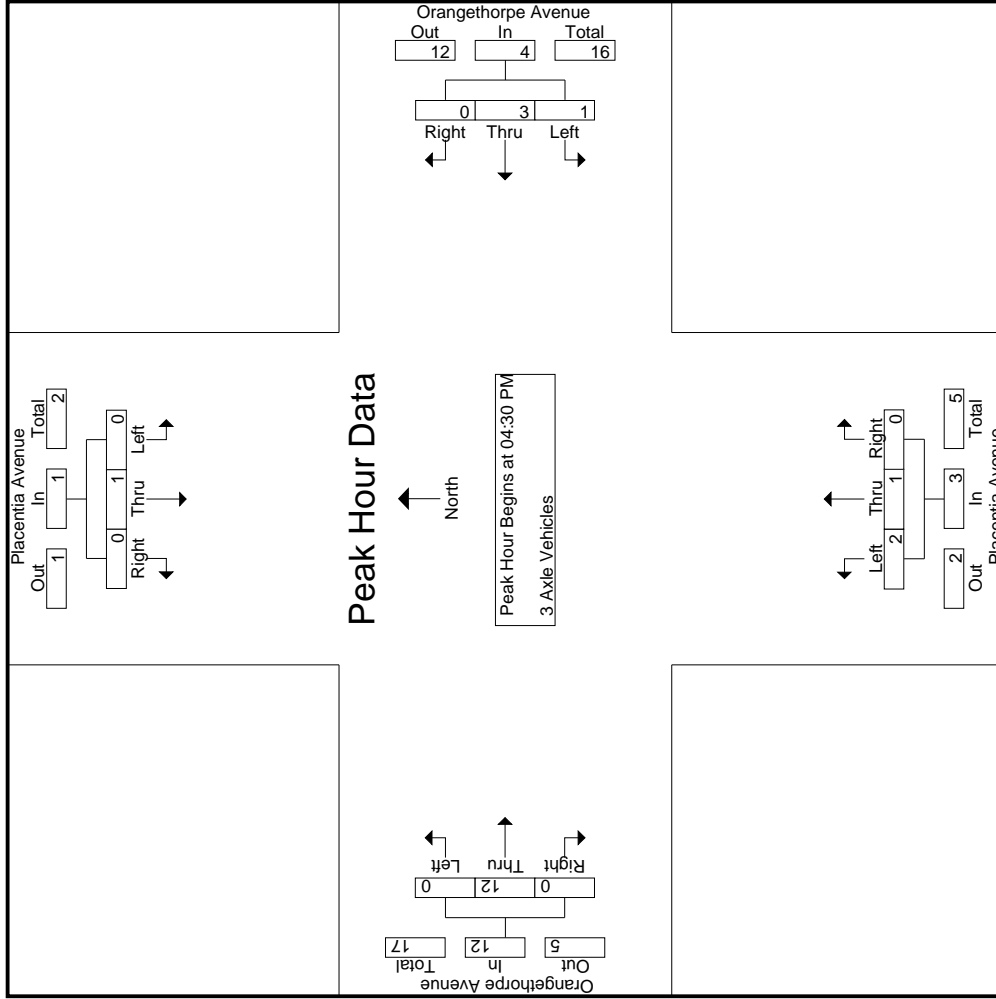
Start Time	Placentia Avenue Southbound				Orangethorpe Avenue Westbound				Placentia Avenue Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
Total Volume	0	1	0	0	1	1	3	0	0	4	2	1	0	0	3	0	12	12
% App. Total	0	100	0	0	0	25	75	0	0	0	66.7	33.3	0	0	100	0	100	0
PHF	.000	.250	.000	.250	.250	.250	.750	.000	.000	1.00	.500	.250	.000	.375	.750	.000	.750	.714

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

Counts Unlimited
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City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	1	0	1	0	2		0	5	0	0	5		0	0	0	0	0		0	2	0	0	2	
04:15 PM	0	0	1	0	1		0	2	0	0	2		0	0	0	0	0		0	5	1	0	6	
04:30 PM	0	0	1	0	1		0	2	0	0	2		0	0	1	0	1		1	2	1	0	4	
04:45 PM	0	0	2	0	2		0	6	0	0	6		0	0	0	0	0		0	3	0	0	3	
Total	1	0	5	0	6		0	15	0	0	15		0	0	1	0	1		1	12	2	0	15	
05:00 PM	0	0	0	0	0		0	3	0	0	3		0	0	0	0	0		0	2	0	0	2	
05:15 PM	0	0	1	0	1		0	5	0	0	5		0	0	0	0	0		0	4	1	0	5	
05:30 PM	0	1	1	0	2		0	0	0	0	0		0	1	0	0	1		0	1	0	0	1	
05:45 PM	0	0	0	0	0		0	3	0	0	3		0	0	0	0	0		0	2	0	0	2	
Total	0	1	2	0	3		0	11	0	0	11		0	1	0	0	1		0	9	1	0	10	
Grand Total	1	1	7	0	9		0	26	0	0	26		0	1	1	0	2		1	21	3	0	25	
Approch %	11.1	11.1	77.8				0	100	0				4	84	12			0	62			0	62	
Total %	1.6	1.6	11.3		14.5		0	41.9	0		41.9		1.6	33.9	4.8		3.2	0	40.3			0	100	

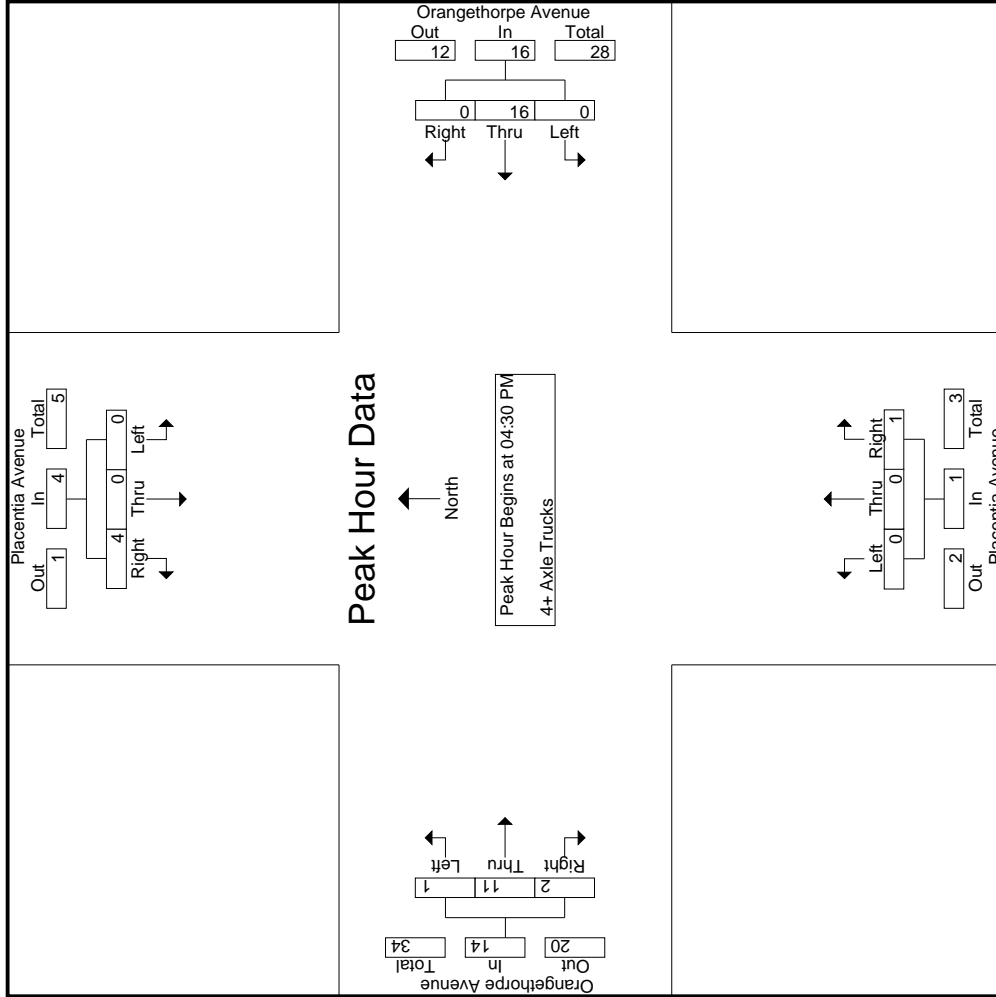
Start Time	Placentia Avenue Southbound						Orangethorpe Avenue Westbound						Placentia Avenue Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:30 PM	0	0	0	0	1		0	2	0	0	2		0	0	0	0	0		1	2	1	0	4	
04:45 PM	0	0	0	0	2		0	6	0	0	6		0	0	0	0	0		0	3	0	0	3	
05:00 PM	0	0	0	0	0		0	3	0	0	3		0	0	0	0	0		0	2	0	0	2	
05:15 PM	0	0	0	0	1		0	5	0	0	5		0	0	0	0	0		0	4	1	0	5	
Total Volume	0	0	0	0	4		0	16	0	0	16		0	0	0	0	1		1	11	2	0	14	
% App. Total	0	0	0	0	100		0	100	0	0	100		0	0	0	0	100		7.1	78.6	14.3		100	
PHF	.000	.000	.000	.500	.500		.000	.667	.000	.667	.667		.000	.250	.250	.250	.250		.250	.688	.500		.700	

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

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

City of Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 16_FLN_Pla_Orn_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg Placentia Avenue Pedestrians	East Leg Orangethorpe Avenue Pedestrians	South Leg Placentia Avenue Pedestrians	West Leg Orangethorpe Avenue Pedestrians	
7:00 AM	2	6	0	2	10
7:15 AM	1	2	1	0	4
7:30 AM	1	3	1	0	5
7:45 AM	0	4	1	1	6
8:00 AM	0	2	0	0	2
8:15 AM	0	2	3	0	5
8:30 AM	4	3	1	2	10
8:45 AM	0	2	1	2	5
TOTAL VOLUMES:	8	24	8	7	47

	North Leg Placentia Avenue Pedestrians	East Leg Orangethorpe Avenue Pedestrians	South Leg Placentia Avenue Pedestrians	West Leg Orangethorpe Avenue Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	2	1	2	1	6
4:30 PM	2	2	0	0	4
4:45 PM	0	3	0	0	3
5:00 PM	1	1	1	0	3
5:15 PM	2	4	1	1	8
5:30 PM	1	2	2	0	5
5:45 PM	0	2	2	1	5
TOTAL VOLUMES:	8	16	8	3	35

Location: Fullerton
 N/S: Placentia Avenue
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound Placentia Avenue			Westbound Orangethorpe Avenue			Northbound Placentia Avenue			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	2	0	3

	Southbound Placentia Avenue			Westbound Orangethorpe Avenue			Northbound Placentia Avenue			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	1	1	0	0	1	0	4

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

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	SR-57 Southbound Ramps Southbound										Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks					
07:00 AM	43	0	13	1	56	2	128	124	0	254	2	5	3	1	10	37	129	0	0	166	2	486							
07:15 AM	45	0	16	1	61	0	143	117	0	260	0	5	6	0	11	39	143	2	0	184	1	516							
07:30 AM	38	0	23	4	61	2	153	144	0	299	1	3	11	2	15	32	172	0	0	204	6	579							
07:45 AM	58	0	23	3	81	2	202	123	0	327	0	2	8	2	10	38	188	0	0	226	5	644							
Total	184	0	75	9	259	6	626	508	0	1140	3	15	28	5	46	146	632	2	0	780	14	2225							
08:00 AM	69	0	26	3	95	2	182	114	0	298	0	2	7	1	9	36	153	0	0	189	4	591							
08:15 AM	47	0	29	3	76	3	166	126	0	295	0	1	3	0	4	38	153	1	0	192	3	567							
08:30 AM	41	1	29	11	71	0	177	120	0	297	0	4	6	1	10	44	146	1	0	191	12	569							
08:45 AM	59	1	21	4	81	1	178	96	0	275	0	2	4	1	6	46	134	0	0	180	5	542							
Total	216	2	105	21	323	6	703	456	0	1165	0	9	20	3	29	164	586	2	0	752	24	2269							
Grand Total	400	2	180	30	582	12	1329	964	0	2305	3	24	48	8	75	310	1218	4	0	1532	38	4494							
Apprph %	68.7	0.3	30.9			0.5	57.7	41.8			4	32	64			20.2	79.5	0.3											
Total %	8.9	0	4		13	0.3	29.6	21.5		51.3	0.1	0.5	1.1		1.7	6.9	27.1	0.1		34.1	0.8	99.2							
Passenger Vehicles	337	2	148		512	11	1231	923		2165	3	24	48		83	280	1111	2		1393	0	0							4153
% 2 Axle Vehicles	84.2	100	82.2	83.3	83.7	91.7	92.6	95.7	0	93.9	100	100	100	100	100	90.3	91.2	50	0	90.9	0	0							91.6
% 3 Axle Vehicles	34	0	9		47	1	80	32		113	0	0	0	0	0	19	82	2		103	0	0							263
% 4+ Axle Trucks	8.5	0	5	13.3	7.7	8.3	6	3.3	0	4.9	0	0	0	0	0	6.1	6.7	50	0	6.7	0	0							5.8
PHF	.768	.000	.871		.824	.750	.870	.880		.932	.250	.667	.659		.633	.947	.886	.250		.897									.924

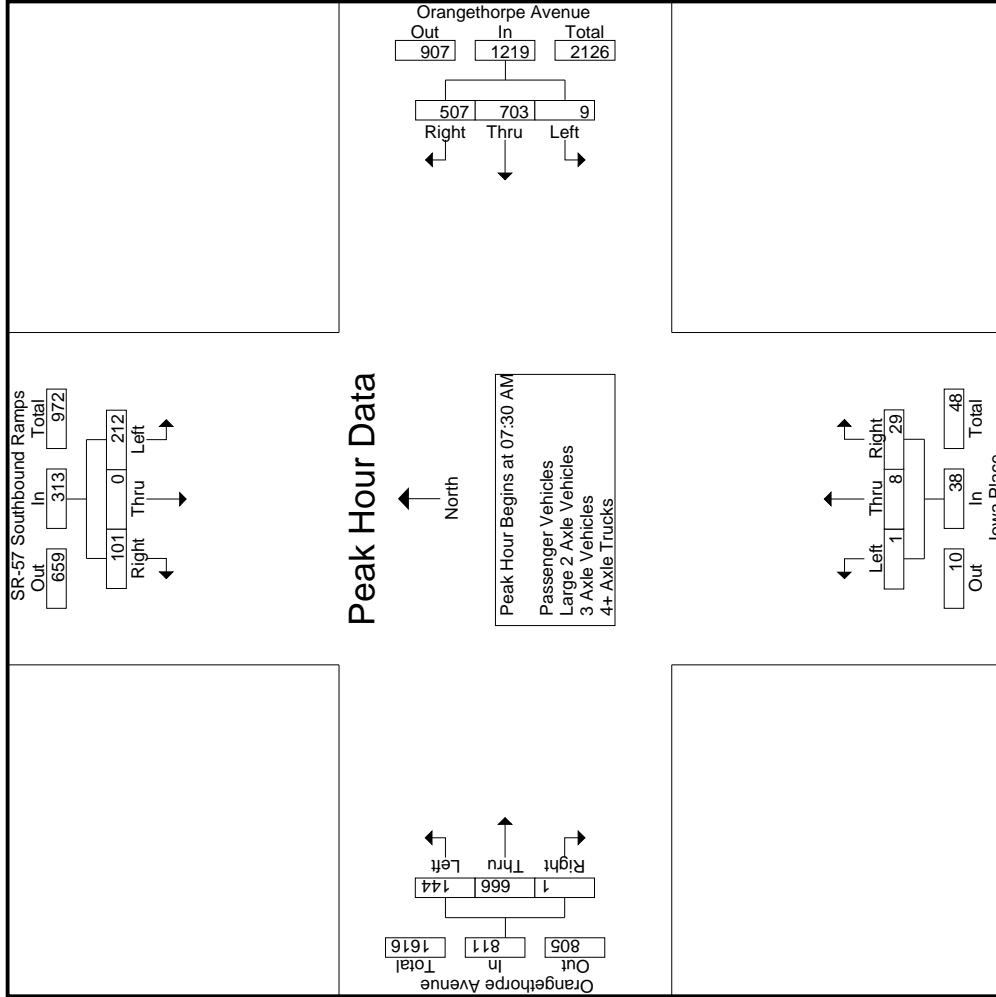
Start Time	SR-57 Southbound Ramps Southbound						Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	PHF	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks	Apprph %	Total %	Passenger Vehicles	% 2 Axle Vehicles	% 3 Axle Vehicles	4+ Axle Trucks					
07:30 AM	38	0	23		61	2	153	144		299	1	3	11		15	32	172	0		204	0	0							579
07:45 AM	58	0	23		81	2	202	123		327	0	2	8		10	38	188	0		226	0	0							644
08:00 AM	69	0	26		95	2	182	114		298	0	2	7		9	36	153	0		189	0	0							591
08:15 AM	47	0	29		76	3	166	126		295	0	1	3		4	38	153	1		192	3	567							581
Total	216	2	105	21	323	6	703	456	0	1165	0	9	20	3	29	164	586	2	0	752	24	2269							2239

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	SR-57 Southbound Ramps Southbound						Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	0	0	0	4		0	6	2	0	8		0	0	0	0	0	0	0	4	0	0	4	
07:15 AM	3	0	0	0	3		0	10	7	0	17		0	0	0	0	0	0	0	12	2	0	14	
07:30 AM	2	0	1	0	3		0	7	5	0	12		0	0	0	0	0	0	2	7	0	0	9	
07:45 AM	5	0	2	2	7		1	13	5	0	19		0	0	0	0	0	0	3	9	0	0	12	
Total	14	0	3	2	17		1	36	19	0	56		0	0	0	0	0	0	5	32	2	0	39	
08:00 AM	6	0	1	1	7		0	9	1	0	10		0	0	0	0	0	0	3	13	0	0	16	
08:15 AM	4	0	1	0	5		0	7	0	0	7		0	0	0	0	0	0	1	8	0	0	9	
08:30 AM	4	0	3	1	7		0	13	6	0	19		0	0	0	0	0	0	3	16	0	0	19	
08:45 AM	6	0	1	0	7		0	15	6	0	21		0	0	0	0	0	0	7	13	0	0	20	
Total	20	0	6	2	26		0	44	13	0	57		0	0	0	0	0	0	14	50	0	0	64	
Grand Total	34	0	9	4	43		1	80	32	0	113		0	0	0	0	0	0	19	82	2	0	103	
Apprch %	79.1	0	20.9				0.9	70.8	28.3				0	0	0				18.4	79.6	1.9			
Total %	13.1	0	3.5		16.6		0.4	30.9	12.4		43.6		0	0	0		0	0	7.3	31.7	0.8		39.8	

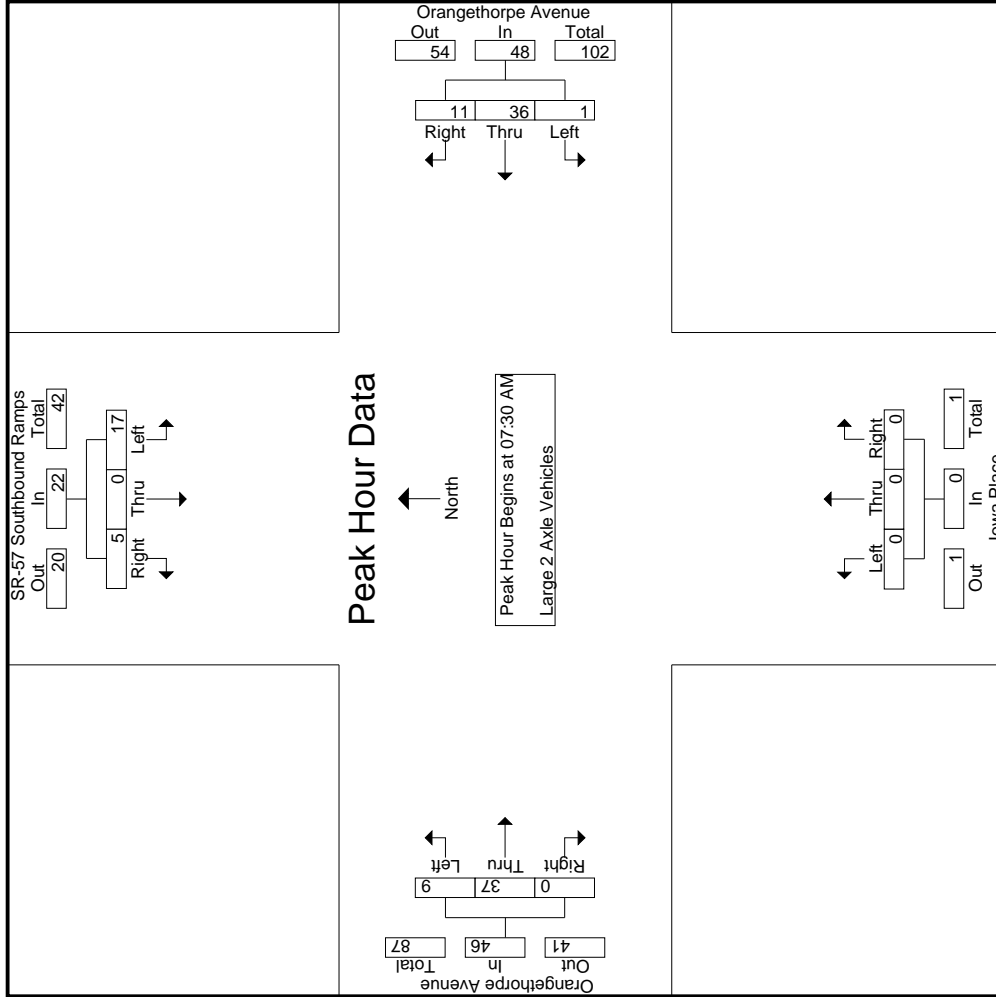
Start Time	SR-57 Southbound Ramps Southbound						Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:30 AM	2	0	0	1	3		0	7	5	12		0	0	0	0	0	0	2	7	0	0	9		
07:45 AM	5	0	2	7	14		1	13	5	19		0	0	0	0	0	0	3	9	0	0	12		
08:00 AM	6	0	1	7	14		0	9	1	10		0	0	0	0	0	0	3	13	0	0	16		
08:15 AM	4	0	1	1	6		0	7	0	7		0	0	0	0	0	0	1	8	0	0	9		
Total Volume	17	0	5	22	44		1	36	11	48		0	0	0	0	0	0	9	37	0	0	46		
% App. Total	77.3	0	22.7				2.1	75	22.9				0	0	0				19.6	80.4	0			
PHF	.708	.000	.625	.786	.632		.250	.692	.550	.632		.000	.000	.000	.000	.000	.000	.750	.712	.000	.000	.719		

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

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

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



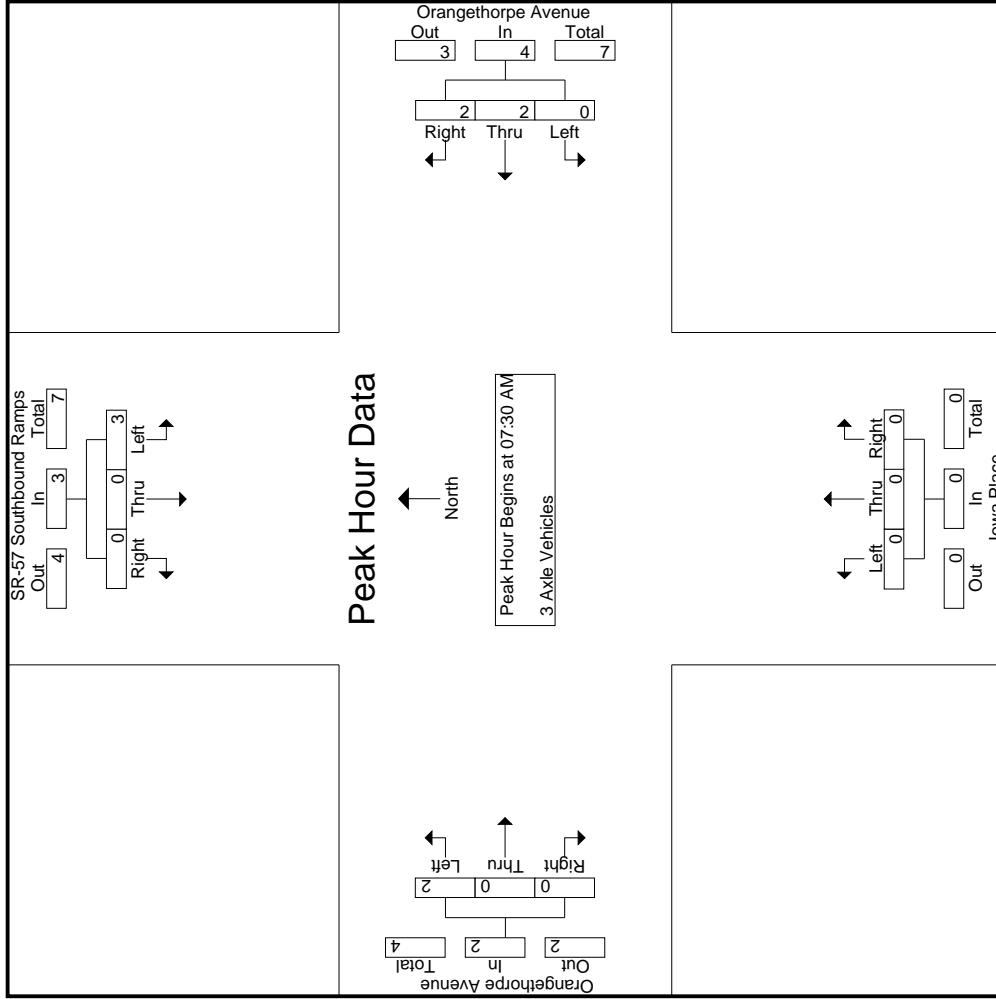
Groups Printed - 3 Axle Vehicles

Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
07:15 AM	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:30 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	4	0	0	0	4	0	3	3	0	6	0	0	0	0	0	1	0	0	0	0	0	11	11	11
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	6	6
Grand Total	6	0	0	0	6	0	3	4	0	7	0	0	0	0	0	3	1	0	0	4	0	0	17	17
Approch %	100	0	0	0		0	42.9	57.1		41.2	0	0	0	0	0	75	25	0	0	23.5	0	0	100	
Total %	35.3	0	0	0	35.3	0	17.6	23.5			0	0	0	0	0	17.6	5.9	0	0		0	0		
3.1-297																								
Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	2	3
Total Volume	3	0	0	0	3	0	0	2	2	4	0	0	0	0	0	100	0	0	2	0	0	0	2	9
% App. Total	100	0	0	0		0	0	50	50		0	0	0	0		.250	.250	.000	.000	.250	.000	.250	.750	
PHF	.750	.000	.000	.000	.750	.000	.000	.250	.500	.500	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.000	.250	.750	

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

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

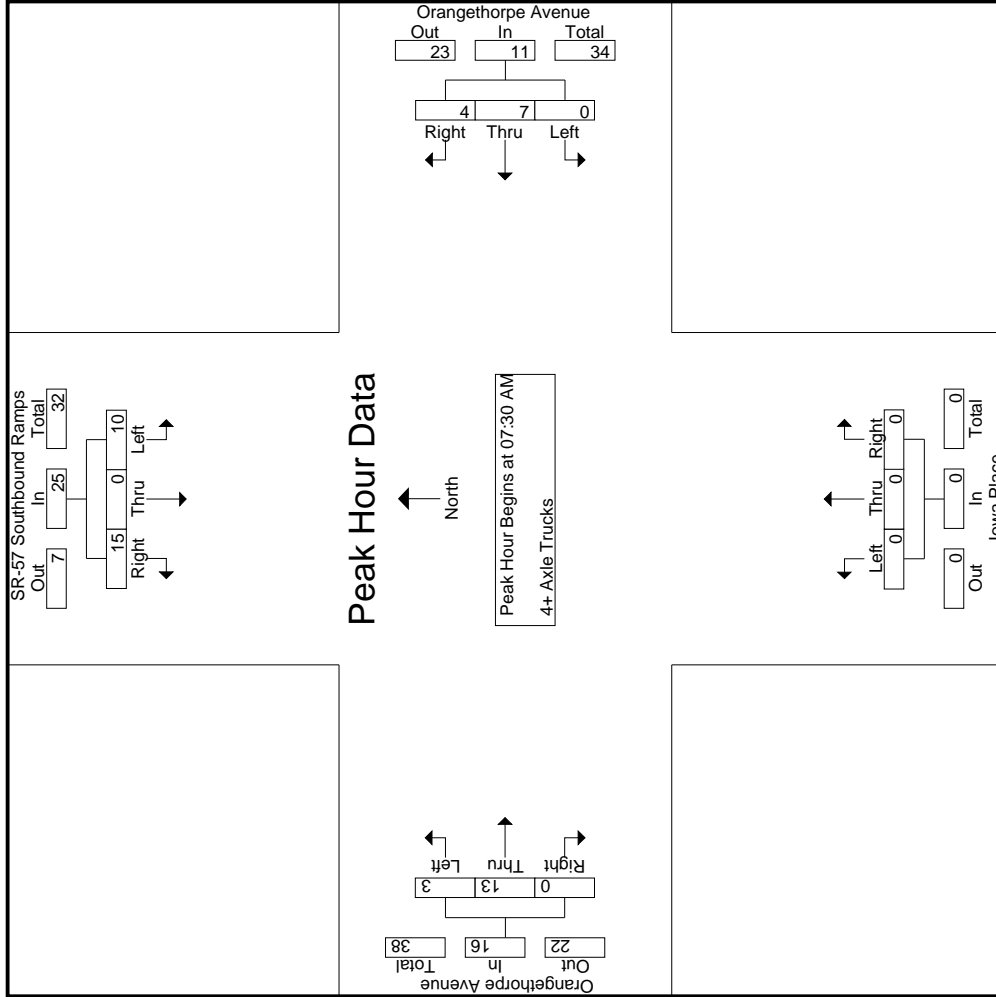
Start Time	SR-57 Southbound Ramps Southbound				Orangethorpe Avenue Westbound				Iowa Place Northbound				Orangethorpe Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	7	7	7
07:15 AM	1	0	3	0	4	0	2	0	0	2	0	0	0	0	0	4	2	0	0	0	6	0	12	12
07:30 AM	2	0	5	1	7	0	1	2	0	3	0	0	0	0	0	1	3	0	0	0	4	1	14	15
07:45 AM	3	0	2	0	5	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	0	11	11
Total	8	0	12	1	20	0	5	2	0	7	0	0	0	0	0	5	12	0	0	0	17	1	44	45
08:00 AM	3	0	4	0	7	0	4	2	0	6	0	0	0	0	0	1	2	0	0	0	3	0	16	16
08:15 AM	2	0	4	0	6	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	4	0	11	11
08:30 AM	5	0	1	0	6	0	4	1	0	5	0	0	0	0	0	4	0	0	0	0	4	0	15	15
08:45 AM	5	0	2	0	7	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	4	0	12	12
Total	15	0	11	0	26	0	10	3	0	13	0	0	0	0	0	3	12	0	0	0	15	0	54	54
Grand Total	23	0	23	1	46	0	15	5	0	20	0	0	0	0	0	8	24	0	0	0	32	1	98	99
Apprch %	50	0	50			0	75	25		20.4	0	0	0		25	75	0			32.7	1	99		
Total %	23.5	0	23.5		46.9	0	15.3	5.1			0	0	0		8.2	24.5	0					1	99	

Start Time	SR-57 Southbound Ramps Southbound				Orangethorpe Avenue Westbound				Iowa Place Northbound				Orangethorpe Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	2	0	5		7	0	1	2		3	0	0	0		0	1	3	0		0	0	4	4	14
07:45 AM	3	0	2		5	0	1	0		1	0	0	0		0	0	5	0		0	0	5	11	11
08:00 AM	3	0	4		7	0	4	2		6	0	0	0		1	2	0	0		3	0	3	16	16
08:15 AM	2	0	4		6	0	1	0		1	0	0	0		1	3	0	0		4	0	4	11	11
Total Volume	10	0	15		25	0	7	4		11	0	0	0		3	13	0	0		16	0	16	52	52
% App. Total	40	0	60		60	0	63.6	36.4		36.4	0	0	0		18.8	81.2	0	0		0	0	.800	.813	.813
PHF	.833	.000	.750		.893	.000	.438	.500		.458	.000	.000	.000		.750	.650	.000	.800		.800				

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City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

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

Start Time	SR-57 Southbound Ramps Southbound										Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	24	0	32	6	56	1	196	89	0	286	0	0	4	0	4	66	232	0	0	298	6	644	6	650	2	598	600	0	0	0	0	0	0	0	0
04:15 PM	31	0	20	2	51	3	186	73	0	262	0	0	1	0	1	56	227	1	0	284	2	598	600	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	41	2	26	6	69	9	233	108	0	350	1	2	7	3	10	76	257	2	0	335	9	764	773	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	35	1	34	7	70	8	261	115	0	384	1	3	4	1	8	90	278	0	0	368	8	830	838	0	0	0	0	0	0	0	0	0	0	0	
Total	131	3	112	21	246	21	876	385	0	1282	2	5	16	4	23	288	994	3	0	1285	25	2836	2861												
05:00 PM	20	2	37	7	59	5	221	97	0	323	0	2	3	0	5	88	263	3	0	354	7	741	748												
05:15 PM	37	1	31	6	69	1	259	95	0	355	5	3	0	0	8	92	289	2	0	383	6	815	821												
05:30 PM	22	1	18	4	41	5	272	117	0	394	1	3	4	2	8	58	246	0	0	304	6	747	753												
05:45 PM	29	0	24	3	53	9	231	105	0	345	0	3	1	1	4	80	227	2	0	309	4	711	715												
Total	108	4	110	20	222	20	983	414	0	1417	6	11	8	3	25	318	1025	7	0	1350	23	3014	3037												
Grand Total	239	7	222	41	468	41	1859	799	0	2699	8	16	24	7	48	606	2019	10	0	2635	48	5850	5898												
Approch %	51.1	1.5	47.4			1.5	68.9	29.6			16.7	33.3	50			23	76.6	0.4																	
Total %	4.1	0.1	3.8		8	0.7	31.8	13.7		46.1	0.1	0.3	0.4		0.8	10.4	34.5	0.2		45	0.8	99.2													
Passenger Vehicles	198	7	190		428	39	1791	762		2592	8	16	24		55	591	1918	10		2519	0	0	0												
Passenger Vehicles	82.8	100	85.6		80.5	84.1	95.1	96.3		95.4	0	96	100		100	97.5	95	100		95.6	0	0	0												
2 Axle Vehicles	25	0	13		41	1	54	26		81	0	0	0		0	12	59	0		71	0	0	0												
3 Axle Vehicles	5	0	5		12	0	3	2		5	0	0	0		0	2	2.9	0		2.7	0	0	0												
4+ Axle Trucks	2.1	0	2.3		4.9	0	0.2	0.3		0.2	0	0	0		0	0.2	1	0		0.8	0	0	0												
PHF	11	0	14		28	1	11	9		21	0	0	0		0	2	22	0		24	0	0	0												
PHF	4.6	0	6.3		7.3	2.4	0.6	1.1		0.8	0	0	0		0	0.3	1.1	0		0.9	0	0	0												

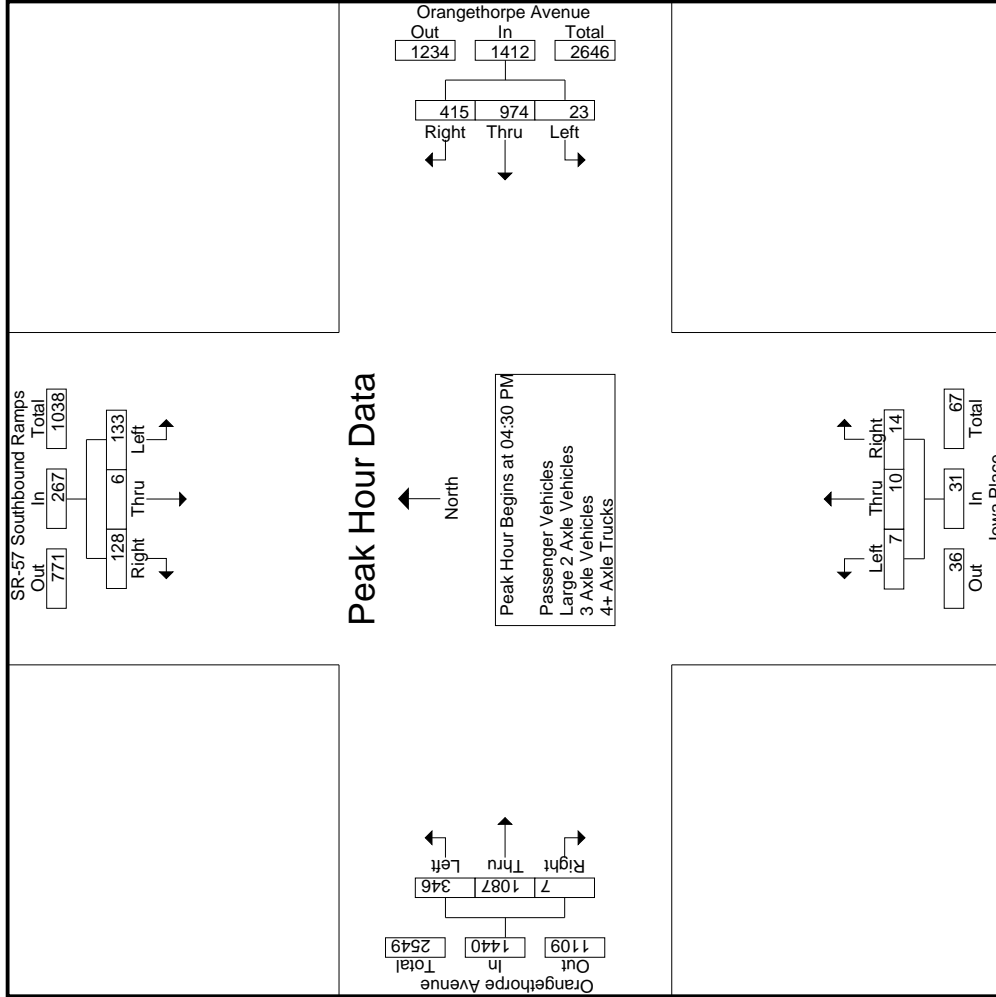
Start Time	SR-57 Southbound Ramps Southbound						Orangethorpe Avenue Westbound						Iowa Place Northbound						Orangethorpe Avenue Eastbound														
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	41	2	26		69	9	233	108		350	1	2	7		10	76	257	2		335	2	335	764										
04:45 PM	35	1	34		70	8	261	115		384	1	3	4		8	90	278	0		368	0	368	830										
05:00 PM	20	2	37		59	5	221	97		323	0	2	3		5	88	263	3		354	741	741											
05:15 PM	33	1	31		69	1	259	95		355	5	3	0		8	92	289	2		383	6	815	821										
Total Volume	133	6	128		267	23	974	415		1412	7	10	14		31	346	1087	7		1440	7	1440	3150										
% App. Total	49.8	2.2	47.9			1.6	69	29.4			22.6	32.3	45.2			24	75.5	0.5			0.5	.940	.949										
PHF	.811	.750	.865		.954	.639	.933	.902		.919	.350	.833	.500		.775	.940	.583				.940	.583											

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
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 (951) 268-6268

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	6	0	2	0	8	0	9	1	0	10	0	0	0	0	0	1	10	0	0	11	0	29	29
04:15 PM	2	0	1	0	3	0	4	4	0	8	0	0	0	0	0	0	7	0	0	7	0	18	18
04:30 PM	7	0	1	0	8	0	7	6	0	13	0	0	0	0	0	4	9	0	0	13	0	34	34
04:45 PM	4	0	3	0	7	0	5	2	0	7	0	0	0	0	0	2	11	0	0	13	0	27	27
Total	19	0	7	0	26	0	25	13	0	38	0	0	0	0	0	7	37	0	0	44	0	108	108
05:00 PM	1	0	2	1	3	0	7	4	0	11	0	0	0	0	0	2	6	0	0	8	1	22	23
05:15 PM	2	0	1	0	3	0	7	5	0	12	0	0	0	0	0	2	9	0	0	11	0	26	26
05:30 PM	1	0	1	1	2	0	8	2	0	10	0	0	0	0	0	0	3	0	0	3	1	15	16
05:45 PM	2	0	2	1	4	1	7	2	0	10	0	0	0	0	0	1	4	0	0	5	1	19	20
Total	6	0	6	3	12	1	29	13	0	43	0	0	0	0	0	5	22	0	0	27	3	82	85
Grand Total	25	0	13	3	38	1	54	26	0	81	0	0	0	0	0	12	59	0	0	71	3	190	193
Apprch %	65.8	0	34.2			1.2	66.7	32.1		42.6	0	0	0		16.9	83.1	0			37.4	1.6	98.4	
Total %	13.2	0	6.8		20	0.5	28.4	13.7			0	0	0		6.3	31.1	0						

3.1-303

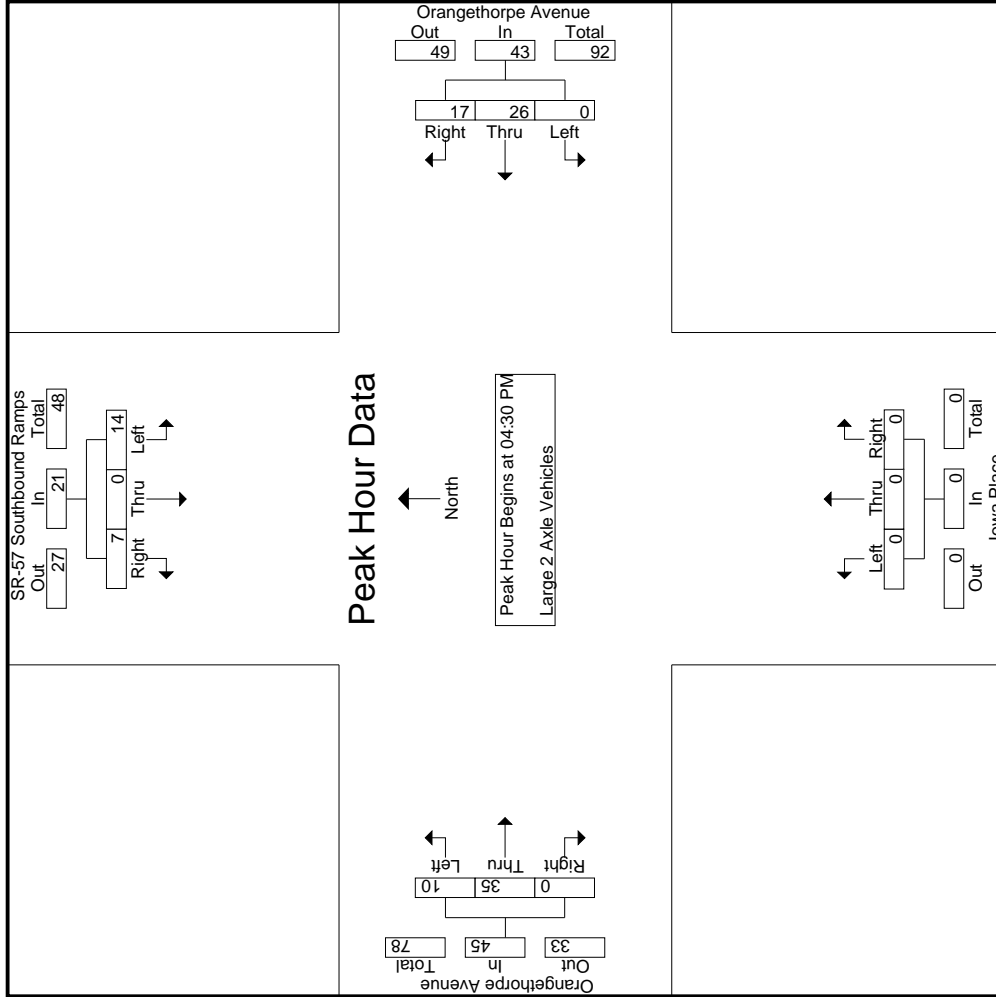
Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	7	0	1		8	0	7	6		13	0	0	0		0	4	9	0		13	0	13	34
04:45 PM	4	0	3		7	0	5	2		7	0	0	0		0	2	11	0		13	0	13	27
05:00 PM	1	0	2		3	0	7	4		11	0	0	0		0	2	6	0		8	0	8	22
05:15 PM	2	0	1		3	0	7	5		12	0	0	0		0	2	9	0		11	0	11	26
Total Volume	14	0	7		21	0	26	17		43	0	0	0		10	35	0	0		45	0	45	109
% App. Total	66.7	0	33.3		33.3	0	60.5	39.5		39.5	0	0	0		22.2	77.8	0	0		77.8	0	77.8	109
PHF	.500	.000	.583		.656	.000	.929	.708		.827	.000	.000	.000		.625	.795	.000	.000		.865	.000	.865	.801

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

Counts Unlimited
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 (951) 268-6268

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	5	5
04:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	4
04:30 PM	2	0	1	0	3	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	6	6
04:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	5	6	6
Total	2	0	4	2	6	0	1	2	0	3	0	0	0	0	0	0	10	0	0	10	2	19	21	21
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	4	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3	3
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	6	6
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	4	4	4
Total	3	0	1	0	4	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	0	17	17	17
Grand Total	5	0	5	2	10	0	3	2	0	5	0	0	0	0	0	1	20	0	0	21	2	36	38	38
Apprch %	50	0	50			0	60	40		13.9	0	0	0	0	0	4.8	95.2	0	0	21	5.3	94.7		
Total %	13.9	0	13.9		27.8	0	8.3	5.6			0	0	0	0	0	2.8	55.6	0	0	58.3				

3.1-305

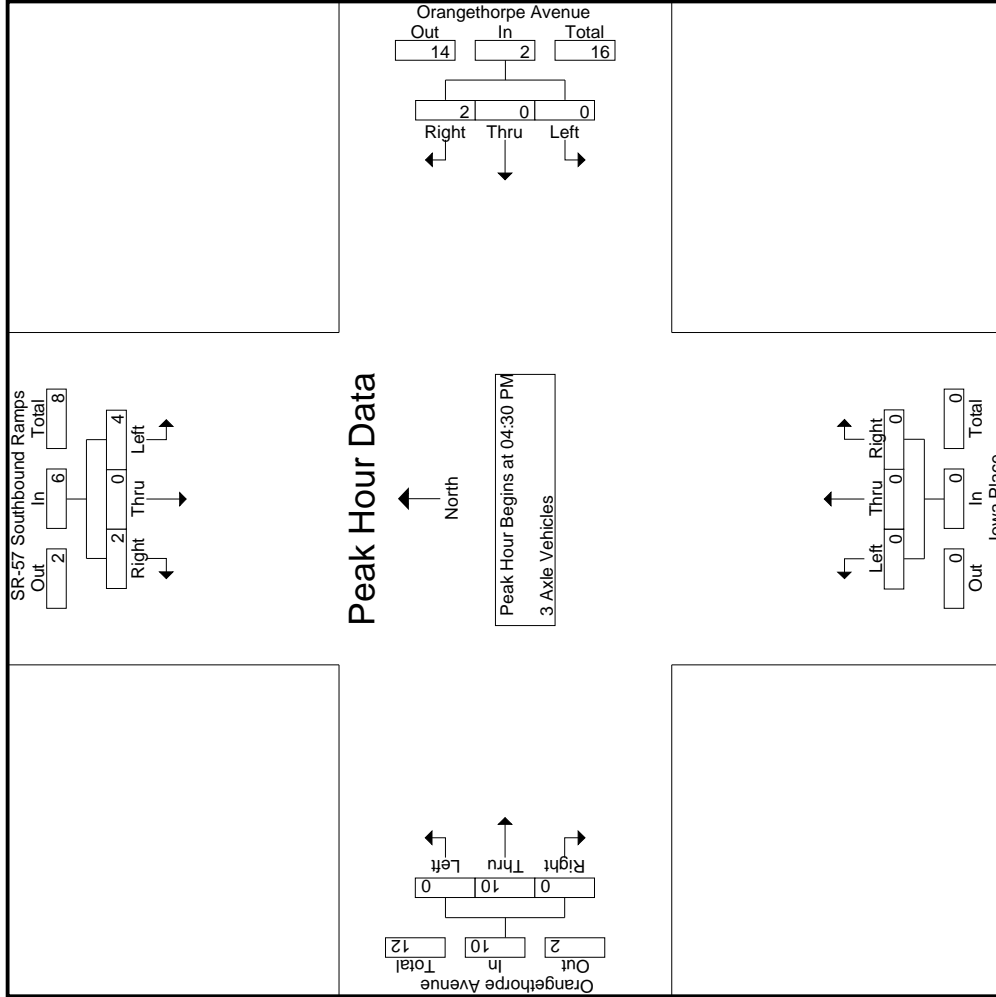
Start Time	SR-57 Southbound Ramps Southbound					Orangethorpe Avenue Westbound					Iowa Place Northbound					Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	2	0	0	1	3	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1	6	6
04:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	5	5
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	4	4
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	3	3
Total Volume	4	0	2	2	6	0	0	2	2	2	0	0	0	0	0	0	10	0	0	10	0	10	18	18
% App. Total	66.7	0	33.3			0	0	100		.250	0	0	0	0	0	0	100	0	0	100	0	.625	.750	.750
PHF	.500	.000	.500		.500	.000	.000	.250		.250	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.625	.000	.750	.750

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

Counts Unlimited
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City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Counts Unlimited
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File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	SR-57 Southbound Ramps Southbound				Orangethorpe Avenue Westbound				Iowa Place Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	2	1	3	0	3	2	0	5	0	0	0	0	0	1	11	12
04:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9	9
04:30 PM	3	0	0	0	3	1	2	1	0	4	0	0	0	0	2	0	9	9
04:45 PM	2	0	1	0	3	0	4	0	0	4	0	0	0	0	4	0	11	11
Total	6	0	6	1	12	1	9	3	0	13	0	0	0	0	15	1	40	41
05:00 PM	0	0	3	1	3	0	0	1	0	1	0	0	0	0	2	1	6	7
05:15 PM	3	0	3	1	6	0	2	3	0	5	0	0	0	0	2	1	13	14
05:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	3	0	5	5
05:45 PM	1	0	2	0	3	0	0	1	0	1	0	0	0	0	2	0	6	6
Total	5	0	8	2	13	0	2	6	0	8	0	0	0	0	9	2	30	32
Grand Total	11	0	14	3	25	1	11	9	0	21	0	0	0	0	24	3	70	73
Apprch %	44	0	56			4.8	52.4	42.9			0	0	0		8.3	91.7	0	
Total %	15.7	0	20		35.7	1.4	15.7	12.9		30	0	0	0		2.9	31.4	0	95.9

3.1-307

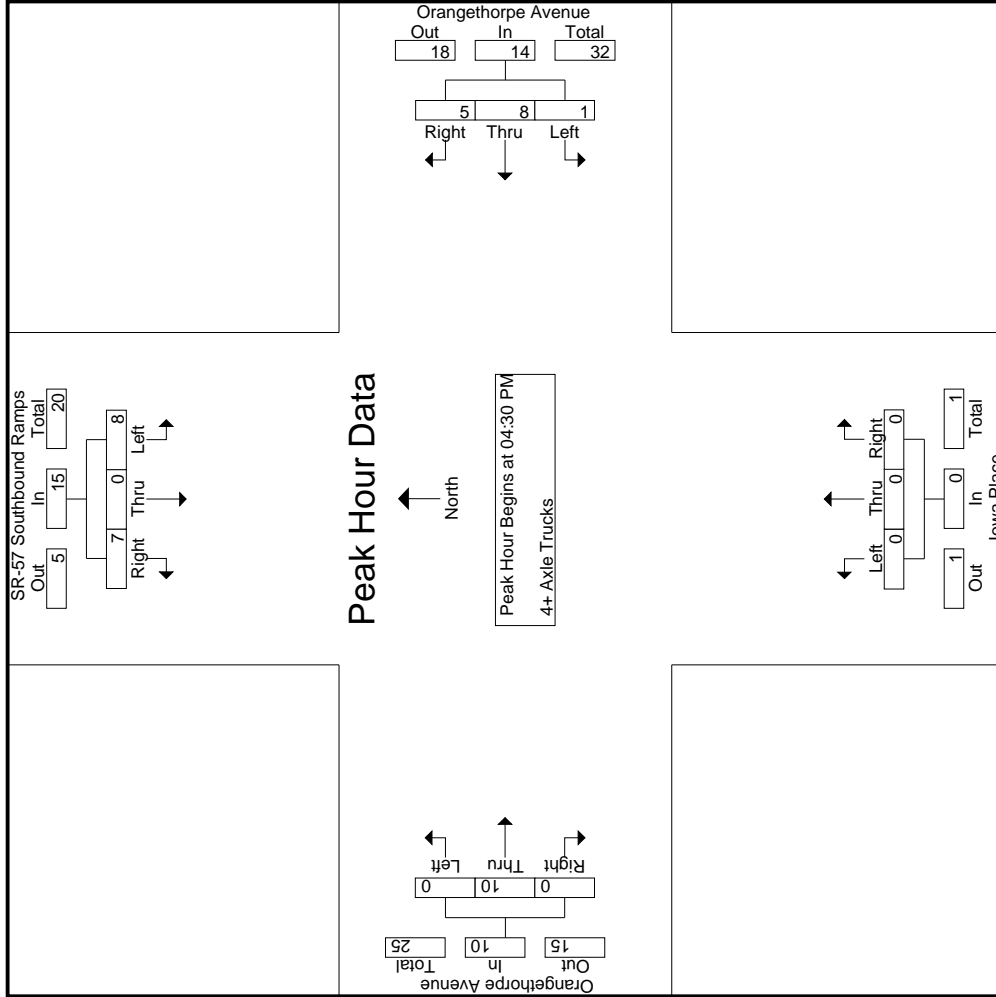
Start Time	SR-57 Southbound Ramps Southbound				Orangethorpe Avenue Westbound				Iowa Place Northbound				Orangethorpe Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	3	0	0	0	3	1	2	1	4	4	0	0	0	0	2	0	2	9
04:45 PM	2	0	1	3	3	0	4	0	4	4	0	0	0	4	4	0	4	11
05:00 PM	0	0	3	3	3	0	0	1	1	1	0	0	0	2	0	0	6	6
05:15 PM	3	0	3	6	6	0	2	3	5	5	0	0	0	2	0	2	13	13
Total Volume	8	0	7	15	15	1	8	5	14	14	0	0	0	10	10	0	39	39
% App. Total	53.3	0	46.7			7.1	57.1	35.7			0	0	0	100	0	0	.750	
PHF	.667	.000	.583		.625	.250	.500	.417	.700	.000	.000	.000	.625	.000	.625	.000	.750	

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

Counts Unlimited
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City of Fullerton
 N/S: SR-57 Southbound Ramps/Iowa Place
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 17_FLN_57S_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Location: Fullerton
 N/S: SR-57 SB Ramps/Iowa Place
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg SR-57 SB Ramps	East Leg Orangethorpe Avenue	South Leg Iowa Place	West Leg Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	1	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	1	4

	North Leg SR-57 SB Ramps	East Leg Orangethorpe Avenue	South Leg Iowa Place	West Leg Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	1	3	4
4:30 PM	1	0	1	0	2
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	3	0	4	4	11

Location: Fullerton
 N/S: SR-57 SB Ramps/Iowa Place
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound SR-57 SB Ramps			Westbound Orangethorpe Avenue			Northbound Iowa Place			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound SR-57 SB Ramps			Westbound Orangethorpe Avenue			Northbound Iowa Place			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

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

Start Time	SR-57 Northbound On Ramp Southbound						Orangethorpe Avenue Westbound						SR-57 Northbound Off Ramp Northbound						Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total				
	%						%						%						%								
07:00 AM	0	0	0	0	0		0	197	44	3	241		44	0	134	87	178		24	148	0	0	172		90	591	681
07:15 AM	0	0	0	0	0		0	196	58	16	254		65	0	112	70	177		25	178	0	0	203		86	634	720
07:30 AM	0	0	0	0	0		0	244	74	13	318		58	0	140	80	198		28	201	0	0	229		93	745	838
07:45 AM	0	0	0	0	0		0	254	59	14	313		62	0	161	54	223		26	237	0	0	263		68	799	867
Total	0	0	0	0	0		0	891	235	46	1126		229	0	547	291	776		103	764	0	0	867		337	2769	3106
08:00 AM	0	0	0	0	0		0	236	53	11	289		53	0	134	64	187		21	206	0	0	227		75	703	778
08:15 AM	0	0	0	0	0		0	253	65	5	318		62	0	110	69	172		23	181	0	0	204		74	694	768
08:30 AM	0	0	0	0	0		0	208	69	17	277		75	0	105	55	180		28	157	0	0	185		72	642	714
08:45 AM	0	0	0	0	0		0	186	60	11	246		82	0	128	62	210		21	176	0	0	197		73	653	726
Total	0	0	0	0	0		0	883	247	44	1130		272	0	477	250	749		93	720	0	0	813		294	2692	2986
Grand Total	0	0	0	0	0		0	1774	482	90	2256		501	0	1024	541	1525		196	1484	0	0	1680		631	5461	6092
Approach %	0	0	0	0	0		0	78.6	21.4		41.3		32.9	0	67.1		27.9		11.7	88.3	0	0	30.8		10.4	89.6	
Total %	0	0	0	0	0		0	1667	411		2154		480	0	975		1970		169	1373	0	0	1542		0	0	5666
Passenger Vehicles	0	0	0	0	0		0	94	85.3	84.4	91.8		95.8	0	95.2	95.2	95.4		86.2	92.5	0	0	91.8		0	0	93
Passenger Vehicles	0	0	0	0	0		0	89	42		139		9	0	35	63		9	78	0	0	87		0	0	289	
Large 2 Axle Vehicles	0	0	0	0	0		0	5	8.7	8.9	5.9		1.8	0	3.4	3.5	3		4.6	5.3	0	0	5.2		0	0	4.7
% Large 2 Axle Vehicles	0	0	0	0	0		0	4	10		15		4	0	4		9		0	7	0	0	7		0	0	31
3 Axle Vehicles	0	0	0	0	0		0	0.2	2.1	1.1	0.6		0.8	0	0.4	0.2	0.4		0	0.5	0	0	0.4		0	0	0.5
% 3 Axle Vehicles	0	0	0	0	0		0	14	19		38		8	0	10		24		18	26	0	0	44		0	0	106
4+ Axle Trucks	0	0	0	0	0		0	0.8	3.9	5.6	1.6		1.6	0	1	1.1	1.2		9.2	1.8	0	0	2.6		0	0	1.7
% 4+ Axle Trucks	0	0	0	0	0		0	0.8	3.9	5.6	1.6		1.6	0	1	1.1	1.2		9.2	1.8	0	0	2.6		0	0	1.7
PHF	.000	.000	.000	.000	.000		.000	.971	.848	.973	.848		.948	.000	.846	.000	.846		.874	.875	.870	.000	.877		.877	.920	.920

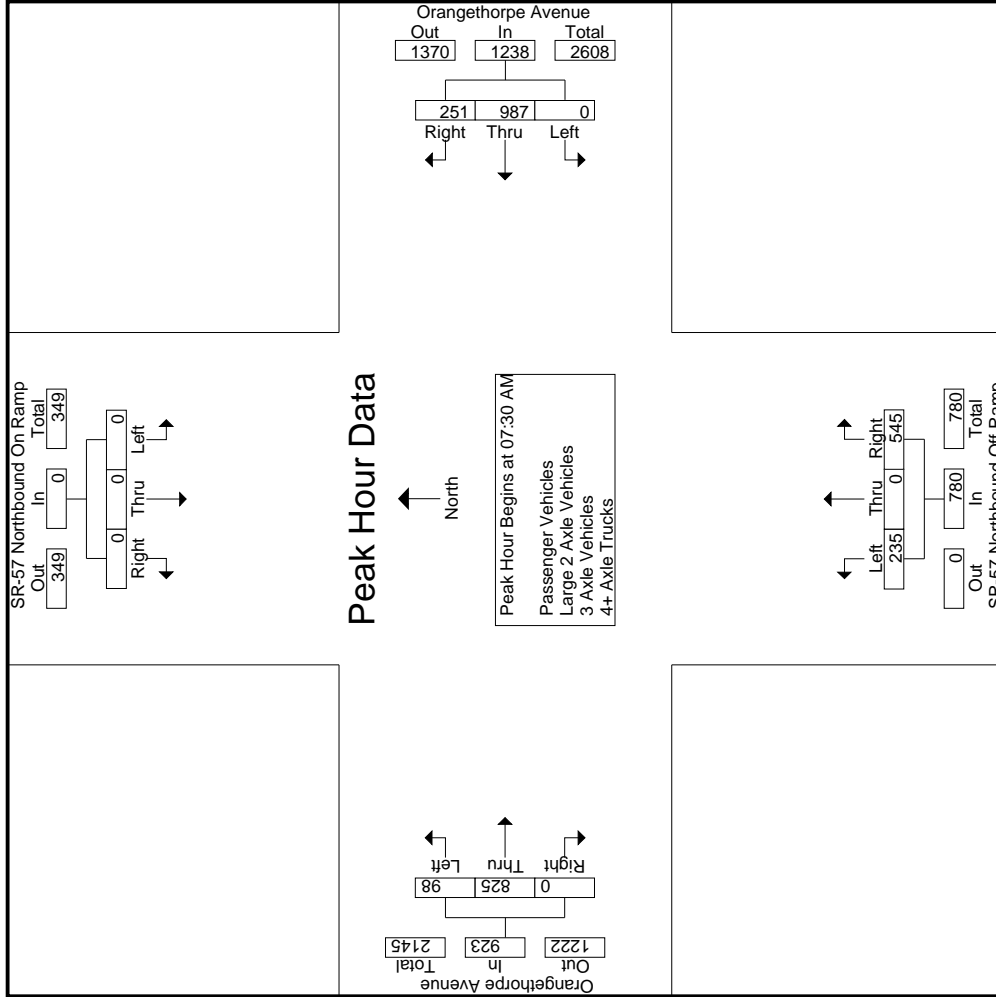
Start Time	SR-57 Northbound On Ramp Southbound						Orangethorpe Avenue Westbound						SR-57 Northbound Off Ramp Northbound						Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total				
	%						%						%						%								
07:30 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
07:45 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
08:00 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
08:15 AM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Total Volume	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
% App. Total	.000	.000	.000	.000	.000		.000	.971	.848	.973	.848		.948	.000	.846	.000	.846		.874	.875	.870	.000	.877		.877	.920	.920

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	9	3	0	0	12	0	0	6	2	6	0	0	8	26	28
07:15 AM	0	0	0	0	0	12	4	0	0	16	0	0	0	2	11	0	0	13	0	29
07:30 AM	0	0	0	0	0	13	5	1	0	18	1	0	5	1	6	0	0	7	4	31
07:45 AM	0	0	0	0	0	14	2	1	0	16	0	0	1	0	11	0	0	11	2	28
Total	0	0	0	0	0	48	14	2	0	62	1	0	12	6	34	0	0	39	8	114
08:00 AM	0	0	0	0	0	7	8	2	0	15	1	0	4	2	10	0	0	11	4	31
08:15 AM	0	0	0	0	0	10	5	0	0	15	1	0	6	3	6	0	0	7	3	29
08:30 AM	0	0	0	0	0	11	7	2	0	18	2	0	7	5	11	0	0	13	7	40
08:45 AM	0	0	0	0	0	13	8	2	0	21	4	0	6	3	10	0	0	17	5	48
Total	0	0	0	0	0	41	28	6	0	69	8	0	23	13	44	0	0	48	19	148
Grand Total	0	0	0	0	0	89	42	8	0	131	9	0	35	19	9	78	0	87	27	262
Apprch %	0	0	0	0	0	67.9	32.1			20.5	0	79.5			10.3	89.7	0			262
Total %	0	0	0	0	0	34	16			50	3.4	0	13.4		3.4	29.8	0	33.2	9.3	90.7

3.1-313

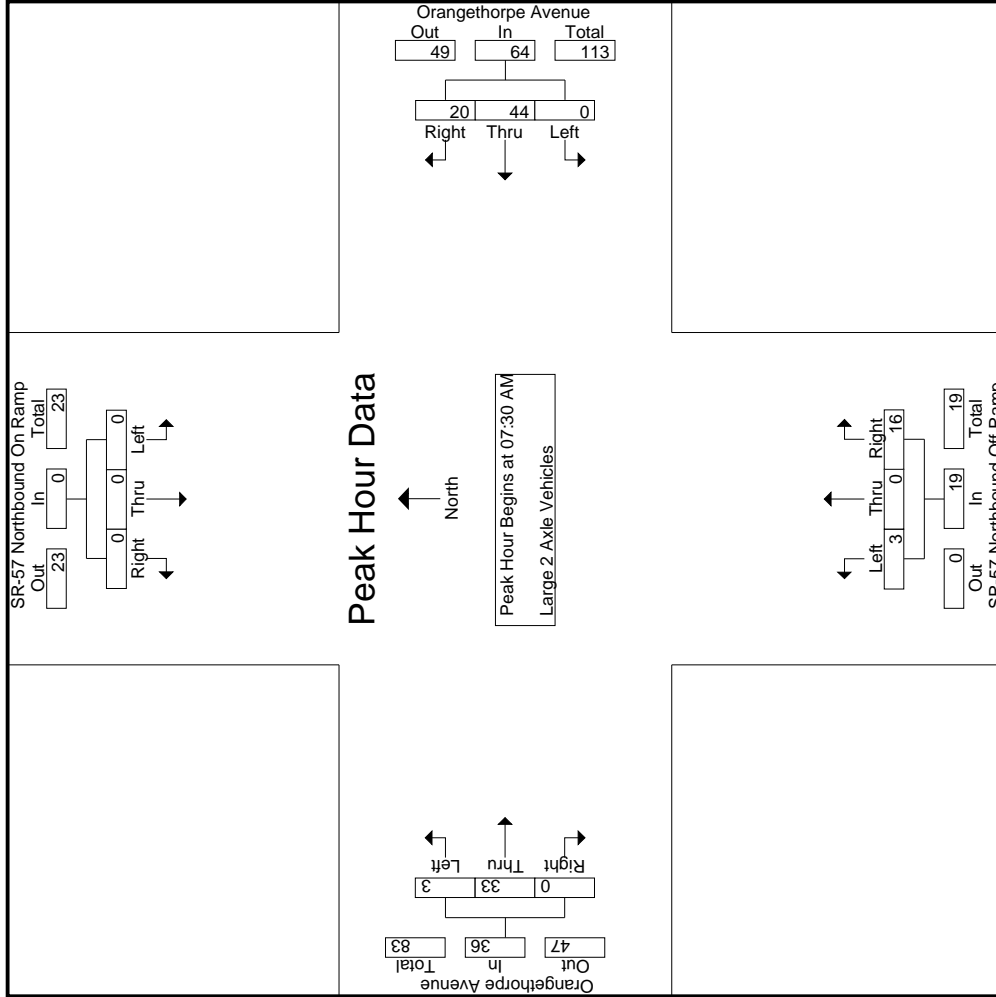
Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	5	6	0	0	7	0	31	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	11	0	11	
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	4	5	0	0	11	0	31	
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	6	7	0	0	6	0	29	
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	16	19	3	33	0	36	0	119
% App. Total	0	0	0	0	0	0	0	0	0	0	15.8	0	84.2	0	8.3	91.7	0	0	0	960
PHF	.000	.000	.000	.000	.000	.000	.786	.625	.889	.679	.750	.000	.667	.750	.750	.000	.818	.000	.960	

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

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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	1	4	1	0	0	0	1	0	2	0
07:30 AM	0	0	0	0	0	1	2	3	0	2	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	5	8	4	4	0	1	0	3	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	2	0	0	3	1	3	0	1	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	1	0	0
Total	0	0	0	0	0	1	5	6	0	0	3	1	3	0	4	0
Grand Total	0	0	0	0	0	4	10	14	4	4	0	4	1	8	0	0
Apprch %	0	0	0	0	0	28.6	71.4		50	0	50		27.6	0	100	0
Total %	0	0	0	0	0	13.8	34.5	48.3	13.8	0	13.8	0	27.6	0	24.1	0
															24.1	6.5
																93.5

3.1-315

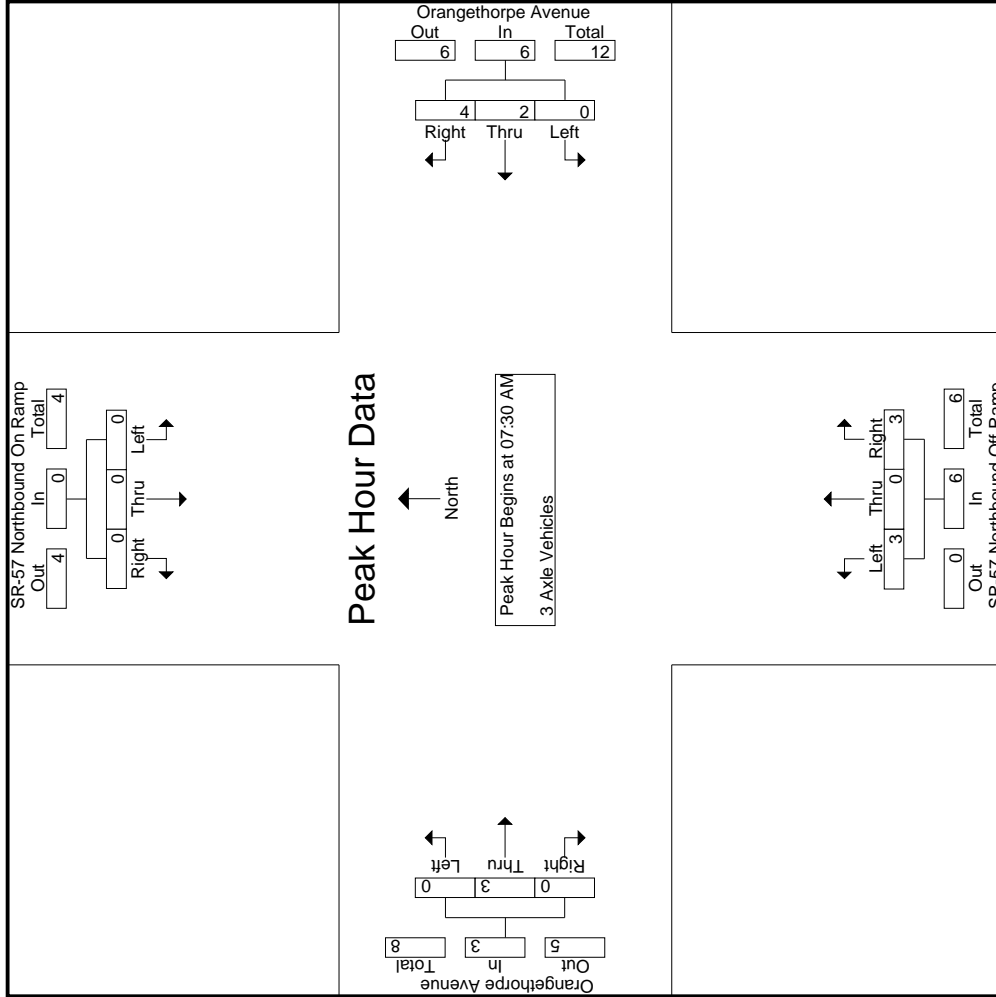
Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	2	0	0	0	3	0	1	0
Total Volume	0	0	0	0	0	0	2	4	6	3	0	3	6	0	3	0
% App. Total	0	0	0	0	0	33.3	66.7		50	0	50		.250	0	100	0
PHF	.000	.000	.000	.000	.000	.500	.500	.500	.375	.000	.250	.500	.750	.000	.750	.625

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

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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

File Name : 18_FLN_57N_Om AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	1	1	0	2	1	0	2	3	1	1	0
07:15 AM	0	0	0	0	0	1	7	3	8	1	0	2	3	1	1	0
07:30 AM	0	0	0	0	0	2	2	1	4	2	0	2	4	3	3	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	5	3	0
Total	0	0	0	0	0	4	10	4	14	5	0	6	11	10	8	0
08:00 AM	0	0	0	0	0	4	1	0	5	2	0	1	3	2	3	0
08:15 AM	0	0	0	0	0	3	1	0	4	0	0	1	1	3	2	0
08:30 AM	0	0	0	0	0	2	4	0	6	1	0	1	2	2	7	0
08:45 AM	0	0	0	0	0	0	1	3	4	0	0	1	0	1	6	0
Total	0	0	0	0	0	10	9	1	19	3	0	4	7	8	18	0
Grand Total	0	0	0	0	0	14	19	5	33	8	0	10	18	18	26	0
Apprch %	0	0	0	0	0	42.4	57.6			44.4	0	55.6	18.9	40.9	59.1	0
Total %	0	0	0	0	0	14.7	20		34.7	8.4	0	10.5	18.9	18.9	27.4	0
													46.3	10.4	89.6	

3.1-317

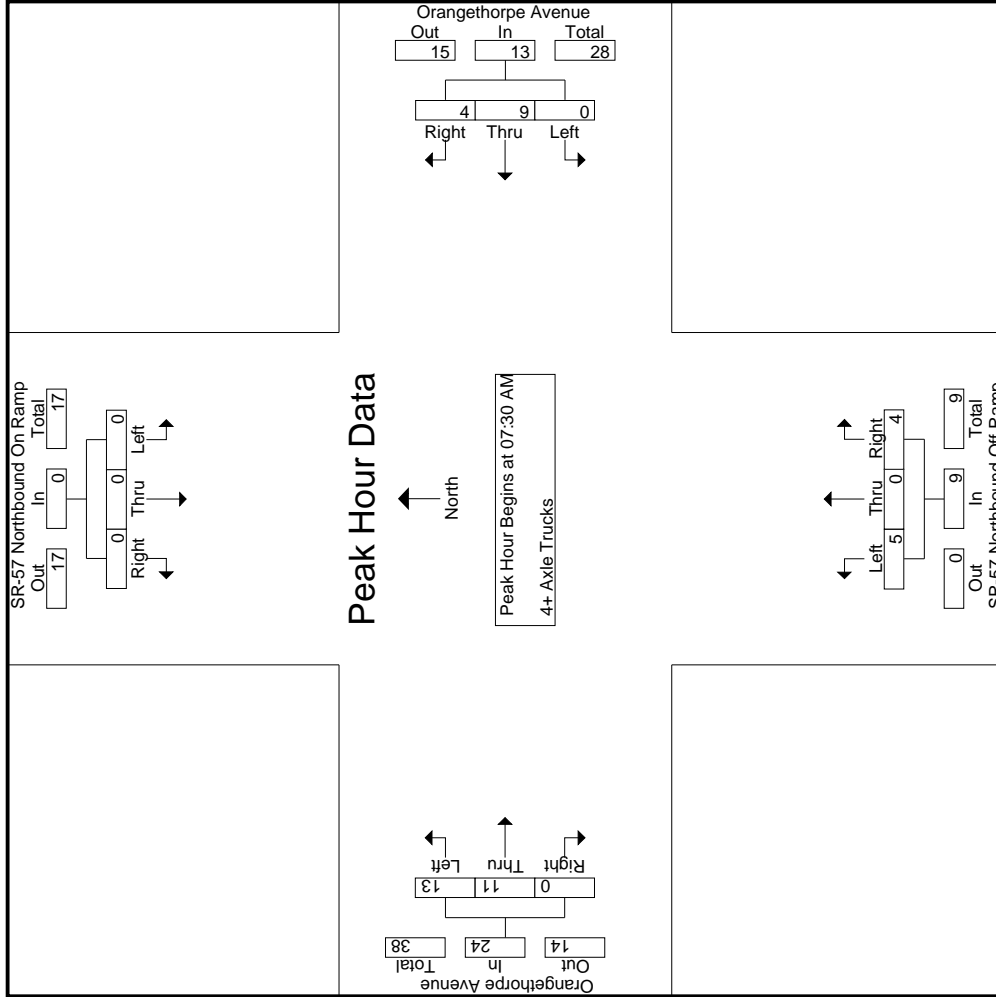
Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	5	2	0	1	3	3	3	0
08:15 AM	0	0	0	0	0	0	0	0	1	4	1	4	1	1	2	0
Total Volume	0	0	0	0	0	0	0	0	13	5	0	4	9	13	11	0
% App. Total	0	0	0	0	0	69.2	30.8			55.6	0	44.4	44.4	54.2	45.8	0
PHF	.000	.000	.000	.000	.000	.563	.500		.650	.625	.000	.500	.563	.650	.917	.000

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

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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

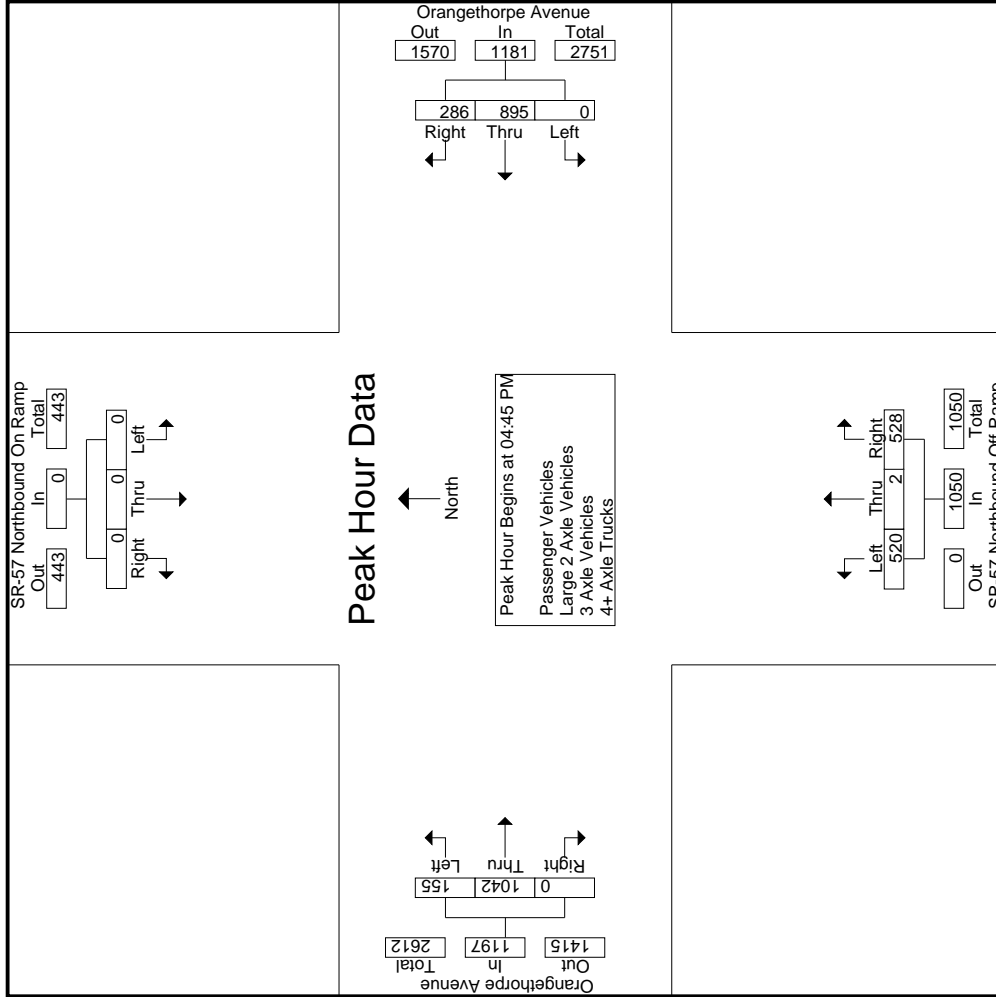
File Name : 18_FLN_57N_Orn AM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	6	5	2	11	11	6	2	8	3	11	0
04:15 PM	0	0	0	0	0	5	4	1	9	1	0	0	3	4	4	0
04:30 PM	0	0	0	0	0	5	0	0	5	1	0	0	1	0	12	0
04:45 PM	0	0	0	0	0	8	2	1	10	1	0	3	4	0	8	0
Total	0	0	0	0	0	24	11	4	35	5	0	11	2	7	35	0
05:00 PM	0	0	0	0	0	7	0	0	7	3	0	1	4	0	3	0
05:15 PM	0	0	0	0	0	3	0	0	3	3	0	3	6	1	6	0
05:30 PM	0	0	0	0	0	7	0	0	7	0	0	2	3	0	1	0
05:45 PM	0	0	0	0	0	8	2	1	10	3	0	1	4	0	4	0
Total	0	0	0	0	0	25	2	1	27	9	0	8	5	2	14	0
Grand Total	0	0	0	0	0	49	13	5	62	14	0	19	7	9	49	0
Apprch %	0	0	0	0	0	79	21		42.4	0	57.6		33	15.5	84.5	0
Total %	0	0	0	0	0	32	8.5		40.5	9.2	0	12.4	21.6	5.9	32	0
														37.9		

3.1-321

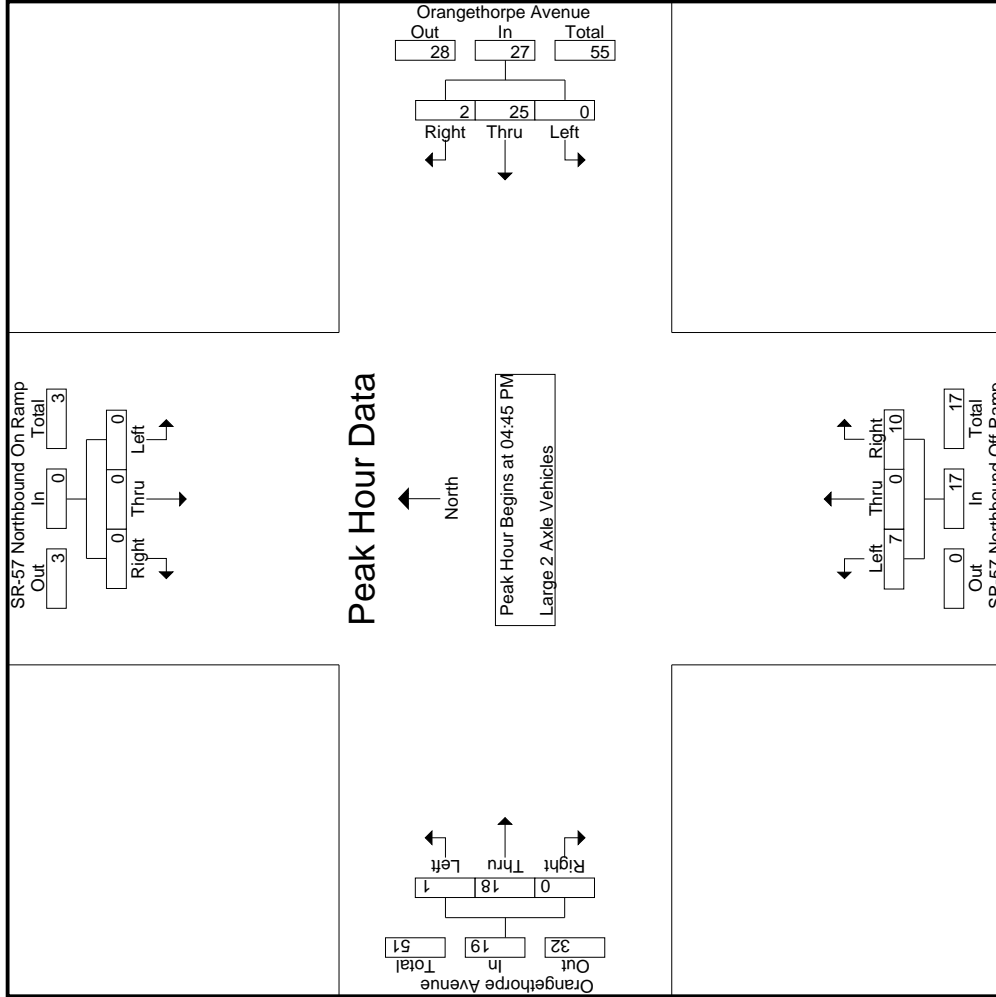
Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
04:45 PM	0	0	0	0	0	8	2	10	1	0	3	4	0	8	0	8
05:00 PM	0	0	0	0	0	7	0	7	3	0	1	4	0	3	0	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	3	6	0	6	0	7
05:30 PM	0	0	0	0	0	7	0	7	0	0	3	3	0	1	0	1
Total Volume	0	0	0	0	0	25	2	27	7	0	10	17	1	18	0	19
% App. Total	0	0	0	0	0	92.6	7.4	58.8	41.2	0	58.8		5.3	94.7	0	
PHF	.000	.000	.000	.000	.000	.781	.250	.675	.583	.000	.833	.708	.250	.563	.000	.594

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 2



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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Om_PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

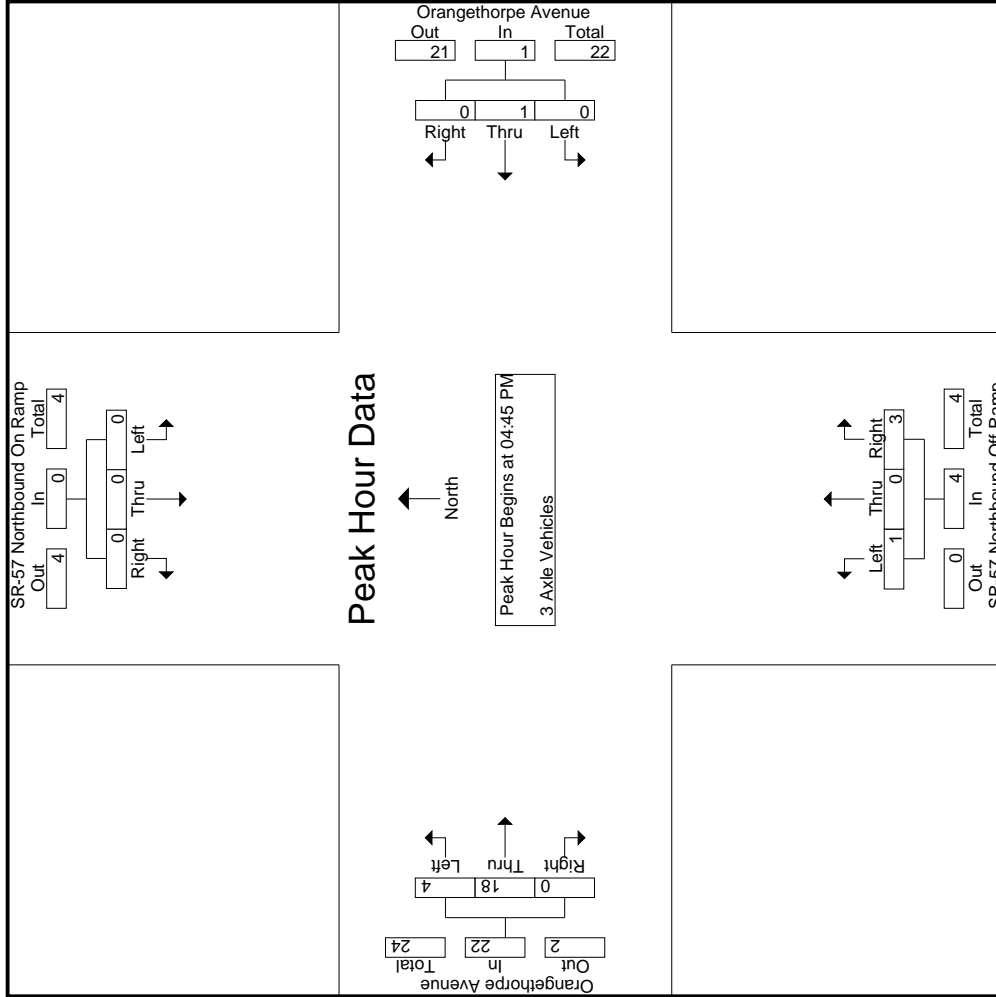
Groups Printed - 3 Axle Vehicles

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3
04:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	2	1	0	2	3	0	3	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	5
Total	0	0	0	0	0	3	2	0	5	1	0	4	2	1	12	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	5	0	0	5
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	3	2	0	5	
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	2	0	2	
Total	0	0	0	0	0	2	0	0	2	1	0	2	3	3	16	0	19
Grand Total	0	0	0	0	0	5	2	0	7	2	0	6	2	4	28	0	32
Approch %	0	0	0	0	0	71.4	28.6		14.9	25	0	75	12.5	87.5	0	0	68.1
Total %	0	0	0	0	0	10.6	4.3		17	4.3	0	12.8	8.5	59.6	0	4.1	95.9

3.1-323

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	2	3	5	0	8	
05:30 PM	0	0	0	0	0	0	1	1	1	0	0	0	3	2	0	5	
Total Volume	0	0	0	0	0	0	1	1	1	1	0	3	4	18	0	22	
% App. Total	0	0	0	0	0	100	0	0	0	25	0	75	18.2	81.8	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.333	.250	.000	.375	.333	.643	.000	.786	.844

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



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

City of Fullerton
 N/S: SR-57 Northbound Ramps
 E/W: Orangethorpe Avenue
 Weather: Clear

File Name : 18_FLN_57N_Orn PM
 Site Code : 05120182
 Start Date : 3/12/2020
 Page No : 1

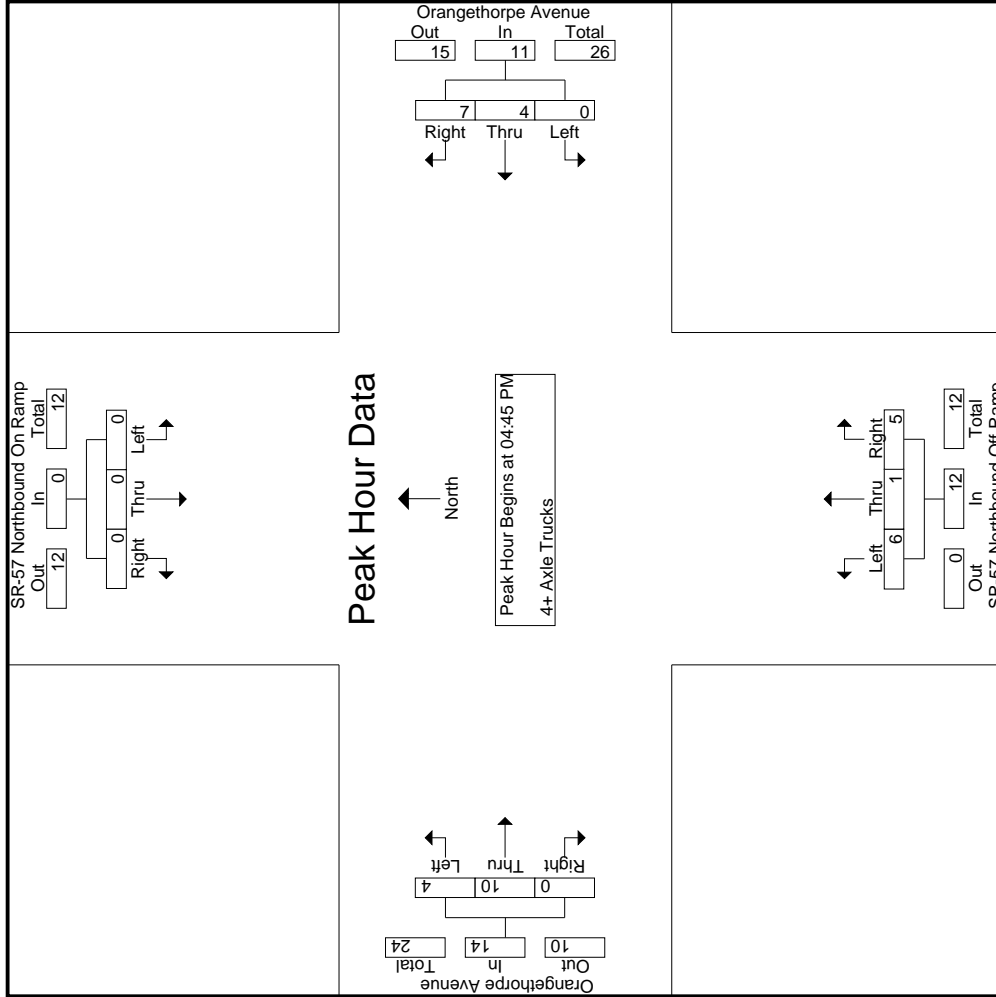
Groups Printed- 4+ Axle Trucks

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR					
04:00 PM	0	0	0	0	0	3	0	0	3	1	0	1	0	2	1	3	0	0	4	0	9
04:15 PM	0	0	0	0	0	0	3	0	3	0	0	2	0	2	1	4	0	0	5	0	10
04:30 PM	0	0	0	0	0	2	0	0	2	1	0	1	1	2	2	5	0	0	7	1	11
04:45 PM	0	0	0	0	0	2	2	0	4	1	1	2	0	4	1	4	0	0	5	0	13
Total	0	0	0	0	0	7	5	0	12	3	1	6	1	10	5	16	0	0	21	1	43
05:00 PM	0	0	0	0	0	1	2	1	3	3	0	1	1	4	1	1	0	0	2	2	9
05:15 PM	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	3	0	0	3	0	6
05:30 PM	0	0	0	0	0	0	3	0	3	1	0	1	0	2	2	2	0	0	4	0	9
05:45 PM	0	0	0	0	0	1	1	0	2	1	0	1	0	2	2	1	0	0	3	0	7
Total	0	0	0	0	0	3	6	1	9	6	0	4	1	10	5	7	0	0	12	2	31
Grand Total	0	0	0	0	0	10	11	1	21	9	1	10	2	20	10	23	0	0	33	3	74
Apprch %	0	0	0	0	0	47.6	52.4		28.4	45	5	50		30.3	69.7	0	0	44.6	3.9	96.1	
Total %	0	0	0	0	0	13.5	14.9		28.4	12.2	1.4	13.5		27	13.5	31.1	0	44.6	3.9	96.1	

3.1-325

Start Time	SR-57 Northbound On Ramp Southbound				Orangethorpe Avenue Westbound				SR-57 Northbound Off Ramp Northbound				Orangethorpe Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				
04:45 PM	0	0	0	0	0	0	0	0	0	4	1	1	2	4	1	4	0	0	5	13
05:00 PM	0	0	0	0	0	0	0	0	0	3	3	1	1	4	1	1	0	0	2	9
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	6
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	2	0	0	4	9
Total Volume	0	0	0	0	0	0	0	0	11	6	1	5	12	12	4	10	0	14	14	37
% App. Total	0	0	0	0	0	36.4	63.6		.583	50	8.3	41.7		28.6	71.4	0	0	.700	.712	
PHF	.000	.000	.000	.000	.000	.500	.583		.688	.500	.250	.625		.750	.500	.625	.000	.700	.712	

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



Location: Fullerton
 N/S: SR-57 NB Ramps
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

PEDESTRIANS

	North Leg SR-57 NB Ramps	East Leg Orangethorpe Avenue	South Leg SR-57 NB Ramps	West Leg Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	0	0	2	0	2
7:30 AM	2	1	1	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	1	3	0	4
8:15 AM	0	0	2	0	2
8:30 AM	0	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	4	10	0	16

	North Leg SR-57 NB Ramps	East Leg Orangethorpe Avenue	South Leg SR-57 NB Ramps	West Leg Orangethorpe Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	3	0	0	0	3
TOTAL VOLUMES:	4	0	0	0	4

Location: Fullerton
 N/S: SR-57 NB Ramps
 E/W: Orangethorpe Avenue



Date: 3/12/2020
 Day: Thursday

BICYCLES

	Southbound SR-57 NB Ramps			Westbound Orangethorpe Avenue			Northbound SR-57 NB Ramps			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound SR-57 NB Ramps			Westbound Orangethorpe Avenue			Northbound SR-57 NB Ramps			Eastbound Orangethorpe Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

ADT State College between Chapman and Commonwealth.

Suhsduhg#e|#DlpWG#OOF###who1#:47#586#::;

AM Period					PM Period					
NB	SB	EB	WB		NB	SB	EB	WB		
0:00	26	27	0	0	12:00	178	181	0	0	
0:15	12	17	0	0	12:15	175	184	0	0	
0:30	25	9	0	0	12:30	193	180	0	0	
0:45	15	78	19	72	0	0	0	0	1514	
1:00	11	19	0	0	13:00	171	275	0	0	
1:15	11	9	0	0	13:15	175	205	0	0	
1:30	14	8	0	0	13:30	176	215	0	0	
1:45	15	51	5	41	0	0	0	0	1530	
2:00	13	7	0	0	14:00	177	223	0	0	
2:15	7	4	0	0	14:15	173	243	0	0	
2:30	10	5	0	0	14:30	177	271	0	0	
2:45	5	35	10	26	0	0	0	0	1711	
3:00	10	8	0	0	15:00	200	224	0	0	
3:15	7	11	0	0	15:15	183	259	0	0	
3:30	6	9	0	0	15:30	199	233	0	0	
3:45	5	28	8	36	0	0	0	0	1755	
4:00	8	15	0	0	16:00	188	326	0	0	
4:15	9	12	0	0	16:15	182	257	0	0	
4:30	14	30	0	0	16:30	205	236	0	0	
4:45	23	54	31	88	0	0	0	0	1838	
5:00	13	23	0	0	17:00	260	271	0	0	
5:15	23	35	0	0	17:15	246	302	0	0	
5:30	37	48	0	0	17:30	191	294	0	0	
5:45	48	121	72	178	0	0	0	0	2018	
6:00	47	110	0	0	18:00	199	264	0	0	
6:15	69	140	0	0	18:15	201	266	0	0	
6:30	104	183	0	0	18:30	226	229	0	0	
6:45	132	352	233	666	0	0	0	0	1869	
7:00	141	255	0	0	19:00	172	279	0	0	
7:15	174	264	0	0	19:15	184	197	0	0	
7:30	227	274	0	0	19:30	142	145	0	0	
7:45	285	827	269	1062	0	0	0	0	1340	
8:00	248	307	0	0	20:00	111	119	0	0	
8:15	220	254	0	0	20:15	114	130	0	0	
8:30	142	244	0	0	20:30	104	123	0	0	
8:45	140	750	238	1043	0	0	0	0	948	
9:00	132	190	0	0	21:00	112	117	0	0	
9:15	121	149	0	0	21:15	87	126	0	0	
9:30	150	150	0	0	21:30	81	121	0	0	
9:45	143	546	194	683	0	0	0	0	838	
10:00	130	178	0	0	22:00	64	95	0	0	
10:15	111	135	0	0	22:15	78	68	0	0	
10:30	116	140	0	0	22:30	59	67	0	0	
10:45	156	513	151	604	0	0	0	0	553	
11:00	166	149	0	0	23:00	53	43	0	0	
11:15	159	212	0	0	23:15	44	47	0	0	
11:30	137	278	0	0	23:30	46	44	0	0	
11:45	185	647	216	855	0	0	0	0	354	
Total Vol.	4002	5354			9356	7205	9063			16268

	Daily Totals					
	NB	SB		EB	WB	
	11207	14417				25624
AM		PM				
Split %	42.8%	57.2%	36.5%	44.3%	55.7%	63.5%
Peak Hour	7:30	7:15	7:30	16:30	17:00	17:00
Volume	980	1114	2084	910	1124	2018
P.H.F.	0.86	0.91	0.94	0.89	0.93	0.92

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APPENDIX 3.2:

EXISTING (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS

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Volume Development
AM Peak Hour

1: Raymond Av. & Kimberly Av.

	PHF: 0.934		7:15		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	15	781	61	18	872	6	2	1	11	32	1	17	1,815
2-Axle:	0	19	4	0	28	0	0	0	0	14	0	2	67
3-Axle:	0	0	0	1	0	0	0	0	0	0	0	0	1
4+-Axle:	0	13	0	0	7	0	0	0	0	0	0	0	20
2020 PCE Total:	15	816	63	19	900	6	2	1	11	38	1	18	1,890

2: Raymond Av. & Orangethorpe Av.

	PHF: 0.922		7:30		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	216	694	201	98	626	129	174	973	289	160	550	57	4,166
2-Axle:	2	11	9	2	20	6	13	37	86	18	29	2	235
3-Axle:	1	1	3	0	0	1	2	1	2	1	3	0	16
4+-Axle:	3	11	4	0	7	0	1	2	3	2	2	1	37
2020 PCE Total:	225	721	217	99	650	133	185	997	340	174	572	60	4,373

3: Raymond Av. & SR-91 Westbound Ramps

	PHF: 0.948		7:15		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	385	956	0	0	733	404	0	0	0	151	0	417	3,046
2-Axle:	6	21	0	0	53	34	0	0	0	1	0	8	123
3-Axle:	0	6	0	0	5	2	0	0	0	1	0	2	17
4+-Axle:	6	20	0	0	11	14	0	0	0	5	0	11	66
2020 PCE Total:	401	1,012	0	0	785	450	0	0	0	163	0	444	3,257

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF: 0.954		7:15		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	880	462	354	530	0	461	0	334	0	0	0	3,021
2-Axle:	0	18	7	45	8	0	9	0	4	0	0	0	92
3-Axle:	0	3	3	5	1	0	3	0	4	0	0	0	20
4+-Axle:	0	9	7	11	5	0	17	0	7	0	0	0	57
2020 PCE Total:	0	911	484	403	546	0	502	0	355	0	0	0	3,200

5: Acacia Av. & Kimberly Av.

	PHF: 0.825		7:15		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	18	349	14	20	213	13	5	28	13	14	35	35	755
2-Axle:	1	9	0	0	11	1	1	2	2	0	2	0	29
3-Axle:	0	0	2	0	0	0	0	1	0	0	0	0	3
4+-Axle:	0	8	0	0	12	0	0	2	1	0	0	1	24
2020 PCE Total:	18	370	16	20	242	13	6	35	16	14	36	37	821

6: Acacia Av. & Orangethorpe Av.

	PHF: 0.913		7:30		Count Date: 3/12/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	80	101	89	51	67	105	187	886	29	93	671	107	2,468
2-Axle:	4	0	3	4	2	8	5	35	3	2	25	6	99
3-Axle:	0	0	2	0	0	0	1	1	0	0	2	0	6
4+-Axle:	0	0	1	7	2	4	2	5	0	0	3	5	30
2020 PCE Total:	82	101	95	68	72	118	195	915	31	95	692	121	2,584

**Volume Development
AM Peak Hour**

7: Driveway 1 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	83	0	145
2-Axle:	0	0	0	0	0	0	0	2	0	0	2	0	4
3-Axle:	0	0	0	0	0	0	0	3	0	0	0	0	3
4+-Axle:	0	0	0	0	0	0	0	2	0	0	1	0	3
2020 PCE Total:	0	0	0	0	0	0	0	70	0	0	86	0	156

8: Driveway 2 & Orangethorpe Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,027	0	0	872	0	1,898
2-Axle:	0	0	0	0	0	0	0	42	0	0	34	0	76
3-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	5
4+-Axle:	0	0	0	0	0	0	0	14	0	0	8	0	22
2020 PCE Total:	0	0	0	0	0	0	0	1,078	0	0	907	0	1,986

9: Driveway 3 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	83	0	145
2-Axle:	0	0	0	0	0	0	0	2	0	0	2	0	4
3-Axle:	0	0	0	0	0	0	0	3	0	0	0	0	3
4+-Axle:	0	0	0	0	0	0	0	2	0	0	1	0	3
2020 PCE Total:	0	0	0	0	0	0	0	70	0	0	86	0	156

10: Driveway 4 & Orangethorpe Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,027	0	0	872	0	1,898
2-Axle:	0	0	0	0	0	0	0	42	0	0	34	0	76
3-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	5
4+-Axle:	0	0	0	0	0	0	0	14	0	0	8	0	22
2020 PCE Total:	0	0	0	0	0	0	0	1,078	0	0	907	0	1,986

11: Driveway 5 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	83	0	145
2-Axle:	0	0	0	0	0	0	0	2	0	0	2	0	4
3-Axle:	0	0	0	0	0	0	0	3	0	0	0	0	3
4+-Axle:	0	0	0	0	0	0	0	2	0	0	1	0	3
2020 PCE Total:	0	0	0	0	0	0	0	70	0	0	86	0	156

12: Driveway 6 & Orangethorpe Av.

	PHF: 0.916		Count Date: 3/12/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	3	0	3	0	0	0	0	1,022	5	0	868	0	1,902
2-Axle:	1	0	0	0	0	0	0	42	0	0	33	0	76
3-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	5
4+-Axle:	0	0	0	0	0	0	0	14	0	0	8	0	22
2020 PCE Total:	4	0	3	0	0	0	0	1,073	5	0	904	0	1,989

**Volume Development
AM Peak Hour**

13: Driveway 7 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	84	0	146
2-Axle:	0	0	0	0	0	0	0	2	0	0	3	0	5
3-Axle:	0	0	0	0	0	0	0	1	0	0	0	0	1
4+-Axle:	0	0	0	0	0	0	0	5	0	0	3	0	8
2020 PCE Total:	0	0	0	0	0	0	0	75	0	0	92	0	166

14: Driveway 8 & Orangethorpe Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,040	0	0	848	0	1,888
2-Axle:	0	0	0	0	0	0	0	39	0	0	30	0	69
3-Axle:	0	0	0	0	0	0	0	1	0	0	2	0	3
4+-Axle:	0	0	0	0	0	0	0	16	0	0	13	0	28
2020 PCE Total:	0	0	0	0	0	0	0	1,091	0	0	891	0	1,982

15: Driveway 9 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	84	0	146
2-Axle:	0	0	0	0	0	0	0	2	0	0	3	0	5
3-Axle:	0	0	0	0	0	0	0	1	0	0	0	0	1
4+-Axle:	0	0	0	0	0	0	0	5	0	0	3	0	8
2020 PCE Total:	0	0	0	0	0	0	0	75	0	0	92	0	166

16: Driveway 10 & Orangethorpe Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,040	0	0	848	0	1,888
2-Axle:	0	0	0	0	0	0	0	39	0	0	30	0	69
3-Axle:	0	0	0	0	0	0	0	1	0	0	2	0	3
4+-Axle:	0	0	0	0	0	0	0	16	0	0	13	0	28
2020 PCE Total:	0	0	0	0	0	0	0	1,091	0	0	891	0	1,982

17: Driveway 11 & Kimberly Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	62	0	0	84	0	146
2-Axle:	0	0	0	0	0	0	0	2	0	0	3	0	5
3-Axle:	0	0	0	0	0	0	0	1	0	0	0	0	1
4+-Axle:	0	0	0	0	0	0	0	5	0	0	3	0	8
2020 PCE Total:	0	0	0	0	0	0	0	75	0	0	92	0	166

18: Driveway 12 & Orangethorpe Av.

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,040	0	0	848	0	1,888
2-Axle:	0	0	0	0	0	0	0	39	0	0	30	0	69
3-Axle:	0	0	0	0	0	0	0	1	0	0	2	0	3
4+-Axle:	0	0	0	0	0	0	0	16	0	0	13	0	28
2020 PCE Total:	0	0	0	0	0	0	0	1,091	0	0	891	0	1,982

**Volume Development
AM Peak Hour**

19: Driveway 13 & Kimberly Av.

	PHF: 0.920		Count Date:										TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	0	0	0	0	0	0	0	62	0	0	84	0	146
2-Axle:	0	0	0	0	0	0	0	2	0	0	3	0	5
3-Axle:	0	0	0	0	0	0	0	1	0	0	0	0	1
4+-Axle:	0	0	0	0	0	0	0	5	0	0	3	0	8
2020 PCE Total:	0	0	0	0	0	0	0	75	0	0	92	0	166

20: Driveway 14 & Orangethorpe Av.

	PHF: 0.920		Count Date:										TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	0	0	0	0	0	0	0	1,040	0	0	848	0	1,888
2-Axle:	0	0	0	0	0	0	0	39	0	0	30	0	69
3-Axle:	0	0	0	0	0	0	0	1	0	0	2	0	3
4+-Axle:	0	0	0	0	0	0	0	16	0	0	13	0	28
2020 PCE Total:	0	0	0	0	0	0	0	1,091	0	0	891	0	1,982

21: Driveway 15 & Kimberly Av.

	PHF: 0.920		Count Date:										TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	0	0	0	0	0	0	0	62	0	0	84	0	146
2-Axle:	0	0	0	0	0	0	0	2	0	0	3	0	5
3-Axle:	0	0	0	0	0	0	0	1	0	0	0	0	1
4+-Axle:	0	0	0	0	0	0	0	5	0	0	3	0	8
2020 PCE Total:	0	0	0	0	0	0	0	75	0	0	92	0	166

22: N. State College Bl. & Chapman Av.

	PHF: 0.940		7:30		Count Date: 3/12/2020								TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	110	876	43	183	944	375	434	814	128	87	837	243	5,073
2-Axle:	1	8	1	2	7	5	3	6	1	3	3	3	45
3-Axle:	0	2	0	0	1	0	0	0	0	0	1	0	4
4+-Axle:	0	2	1	0	2	0	0	1	0	0	0	0	6
2020 PCE Total:	111	886	46	184	953	377	435	819	129	89	839	244	5,112

23: N. State College Bl. & Commonwealth Av.

	PHF: 0.917		7:30		Count Date: 3/12/2020								TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	87	557	85	25	895	185	187	281	183	62	205	37	2,788
2-Axle:	2	6	1	1	6	4	3	7	0	1	6	1	40
3-Axle:	0	2	0	0	1	0	1	0	1	0	0	0	5
4+-Axle:	0	2	0	0	2	0	1	0	0	0	0	0	5
2020 PCE Total:	88	566	86	26	903	187	192	285	184	62	208	37	2,823

24: N. State College Bl. & Kimberly Av.

	PHF: 0.982		7:15		Count Date: 3/12/2020								TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	
Existing 2020:	36	784	65	3	1,003	25	7	26	28	21	23	32	2,054
2-Axle:	1	13	3	0	25	1	0	2	0	0	1	2	48
3-Axle:	0	0	0	0	1	0	0	0	1	0	0	0	2
4+-Axle:	2	8	0	0	4	0	0	0	5	1	1	0	22
2020 PCE Total:	40	807	67	3	1,025	26	7	27	40	23	26	33	2,124

**Volume Development
AM Peak Hour**

25: N. State College Bl. & Driveway 16/Cypress Wy.

	PHF: 0.988		7:15					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	880	29	24	1,028	0	0	0	0	14	0	5	1,980
2-Axle:	0	17	0	0	25	0	0	0	0	1	0	0	43
3-Axle:	0	0	0	0	2	0	0	0	0	0	0	0	2
4+-Axle:	0	11	7	0	11	0	0	0	0	3	0	0	32
2020 PCE Total:	0	909	44	24	1,064	0	0	0	0	20	0	5	2,067

26: N. State College Bl. & Orangethorpe Av.

	PHF: 0.943		7:15					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	225	627	85	91	849	107	212	624	204	190	517	60	3,791
2-Axle:	6	8	3	2	9	3	1	25	13	5	21	2	100
3-Axle:	0	1	0	0	2	0	0	0	1	4	2	0	11
4+-Axle:	5	9	2	4	8	1	0	13	3	4	6	8	65
2020 PCE Total:	238	651	91	101	873	111	213	662	217	205	542	78	3,981

27: N. State College Bl. & SR-91 Westbound Ramps

	PHF: 0.953		7:00					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	256	660	0	0	789	652	0	0	0	170	0	415	2,942
2-Axle:	4	16	0	0	16	18	0	0	0	1	0	5	60
3-Axle:	2	4	0	0	6	3	0	0	0	2	0	0	18
4+-Axle:	2	17	0	0	12	9	0	0	0	1	0	8	49
2020 PCE Total:	265	706	0	0	826	683	0	0	0	175	0	434	3,089

28: N. State College Bl. & SR-91 Eastbound Ramps

	PHF: 0.968		7:15					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	491	370	358	601	0	425	0	175	0	0	0	2,420
2-Axle:	0	12	6	11	6	0	8	0	7	0	0	0	50
3-Axle:	0	5	0	4	4	0	1	0	3	0	0	0	18
4+-Axle:	0	3	1	11	2	0	16	0	2	0	0	0	35
2020 PCE Total:	0	509	375	389	612	0	462	0	186	0	0	0	2,533

29: S. Placentia Av. & Kimberly Av.

	PHF: 0.877		7:15					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	24	473	53	37	749	61	51	18	9	22	6	25	1,528
2-Axle:	0	14	1	0	19	2	1	0	1	0	0	0	38
3-Axle:	0	0	0	0	4	1	0	0	0	0	0	0	5
4+-Axle:	2	4	0	0	4	1	0	0	0	0	0	0	12
2020 PCE Total:	28	488	53	37	771	65	52	18	10	22	6	25	1,575

30: S. Placentia Av. & Orangethorpe Av.

	PHF: 0.886		7:30					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	40	233	116	179	286	287	165	560	21	96	482	229	2,691
2-Axle:	3	15	9	4	14	5	2	33	0	3	25	2	116
3-Axle:	1	0	0	1	0	0	0	2	0	0	3	0	7
4+-Axle:	0	0	0	2	0	3	0	14	0	0	17	4	40
2020 PCE Total:	43	240	120	186	292	296	166	605	21	97	531	238	2,836

**Volume Development
AM Peak Hour**

31: SR-57 Southbound Ramps & Orangethorpe Av.

	PHF: 0.924		7:30						Count Date: 3/12/2020				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	1	8	32	227	0	106	151	711	1	9	741	532	2,520
2-Axle:	0	0	0	18	0	5	9	39	0	1	38	12	122
3-Axle:	0	0	0	3	0	0	2	0	0	0	3	2	11
4+-Axle:	0	0	0	11	0	16	3	15	0	0	9	5	59
2020 PCE Total:	1	8	32	260	0	140	164	760	1	10	782	551	2,709

32: SR-57 Northbound Ramps & Orangethorpe Av.

	PHF: 0.920		7:30						Count Date: 3/12/2020				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	247	0	572	0	0	0	103	866	0	0	1,036	264	3,088
2-Axle:	3	0	17	0	0	0	4	53	0	0	47	21	145
3-Axle:	3	0	3	0	0	0	0	3	0	0	2	4	16
4+-Axle:	5	0	4	0	0	0	14	12	0	0	9	4	48
2020 PCE Total:	262	0	592	0	0	0	132	919	0	0	1,081	287	3,273

Volume Development
PM Peak Hour

1: Raymond Av. & Kimberly Av.

	PHF: 0.928		4:45						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	12	969	25	26	686	3	2	0	27	47	0	44	1,841	
2-Axle:	0	14	1	1	6	0	0	0	0	0	0	0	22	
3-Axle:	0	3	0	0	0	0	0	0	0	0	0	0	3	
4+-Axle:	0	3	1	1	12	0	0	0	0	1	0	2	20	
2020 PCE Total:	12	985	28	29	713	3	2	0	27	49	0	48	1,895	

2: Raymond Av. & Orangethorpe Av.

	PHF: 0.964		4:30						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	194	710	209	87	598	177	166	909	255	263	879	130	4,577	
2-Axle:	33	14	8	5	5	5	1	12	3	4	25	3	118	
3-Axle:	5	0	2	0	0	0	3	14	4	0	4	0	32	
4+-Axle:	5	3	1	1	9	1	1	4	8	8	3	0	44	
2020 PCE Total:	226	723	217	92	619	182	172	937	277	281	902	132	4,756	

3: Raymond Av. & SR-91 Westbound Ramps

	PHF: 0.916		4:30						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	301	870	0	0	758	593	0	0	0	218	0	348	3,088	
2-Axle:	1	19	0	0	5	7	1	0	0	0	0	6	39	
3-Axle:	0	3	0	0	3	4	0	0	0	0	0	11	21	
4+-Axle:	1	7	0	0	16	13	0	0	0	2	0	7	46	
2020 PCE Total:	304	897	0	0	796	627	1	0	0	222	0	376	3,221	

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF: 0.957		4:15						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	0	763	215	262	714	0	408	3	494	0	0	0	2,859	
2-Axle:	0	6	2	2	3	0	14	2	5	0	0	0	34	
3-Axle:	0	0	0	2	1	0	3	0	0	0	0	0	6	
4+-Axle:	0	1	3	12	6	0	7	0	2	0	0	0	31	
2020 PCE Total:	0	768	222	289	729	0	432	4	501	0	0	0	2,944	

5: Acacia Av. & Kimberly Av.

	PHF: 0.846		4:00						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	15	222	15	34	287	14	20	49	19	9	27	10	721	
2-Axle:	0	12	0	2	2	1	1	3	0	0	0	0	21	
3-Axle:	0	3	2	0	2	0	0	0	0	0	1	0	8	
4+-Axle:	1	13	0	1	10	0	0	0	1	1	0	0	27	
2020 PCE Total:	17	257	17	37	310	15	21	51	21	11	28	10	794	

6: Acacia Av. & Orangethorpe Av.

	PHF: 0.921		4:30						Count Date: 3/12/2020					TOTAL
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>		
Existing 2020:	74	92	102	92	122	129	91	1,177	121	107	892	55	3,054	
2-Axle:	0	1	4	1	0	3	7	19	1	1	25	2	64	
3-Axle:	0	0	0	1	0	1	1	14	0	0	6	0	23	
4+-Axle:	0	0	0	7	0	2	4	6	0	1	8	6	34	
2020 PCE Total:	74	93	104	108	122	136	104	1,213	122	110	927	68	3,177	

**Volume Development
PM Peak Hour**

7: Driveway 1 & Kimberly Av.

	PHF: 0.920								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								98			46		144
2-Axle:								5			0		5
3-Axle:								2			1		3
4+-Axle:								1			1		2
2020 PCE Total:	0	0	0	0	0	0	0	105	0	0	49	0	154

8: Driveway 2 & Orangethorpe Av.

	PHF: 0.920								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,371			1,054		2,425
2-Axle:								24			28		52
3-Axle:								15			6		21
4+-Axle:								13			15		28
2020 PCE Total:	0	0	0	0	0	0	0	1,424	0	0	1,104	0	2,528

9: Driveway 3 & Kimberly Av.

	PHF: 0.920								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								98			46		144
2-Axle:								5			0		5
3-Axle:								2			1		3
4+-Axle:								1			1		2
2020 PCE Total:	0	0	0	0	0	0	0	105	0	0	49	0	154

10: Driveway 4 & Orangethorpe Av.

	PHF: 0.920								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,371			1,054		2,425
2-Axle:								24			28		52
3-Axle:								15			6		21
4+-Axle:								13			15		28
2020 PCE Total:	0	0	0	0	0	0	0	1,424	0	0	1,104	0	2,528

11: Driveway 5 & Kimberly Av.

	PHF: 0.920								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								98			46		144
2-Axle:								5			0		5
3-Axle:								2			1		3
4+-Axle:								1			1		2
2020 PCE Total:	0	0	0	0	0	0	0	105	0	0	49	0	154

12: Driveway 6 & Orangethorpe Av.

	PHF: 0.930								Count Date: 3/12/2020				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	0	0	0	0	0	0	1,371	0	0	1,054	0	2,425
2-Axle:	0	0	0	0	0	0	0	24	0	0	28	0	52
3-Axle:	0	0	0	0	0	0	0	15	0	0	6	0	21
4+-Axle:	0	0	0	0	0	0	0	13	0	0	15	0	28
2020 PCE Total:	0	0	0	0	0	0	0	1,424	0	0	1,104	0	2,528

**Volume Development
PM Peak Hour**

13: Driveway 7 & Kimberly Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

14: Driveway 8 & Orangethorpe Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,335			1,070		2,405
2-Axle:								15			15		30
3-Axle:								13			6		19
4+-Axle:								12			12		24
2020 PCE Total:	0	0	0	0	0	0	0	1,380	0	0	1,108	0	2,487

15: Driveway 9 & Kimberly Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

16: Driveway 10 & Orangethorpe Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,335			1,070		2,405
2-Axle:								15			15		30
3-Axle:								13			6		19
4+-Axle:								12			12		24
2020 PCE Total:	0	0	0	0	0	0	0	1,380	0	0	1,108	0	2,487

17: Driveway 11 & Kimberly Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

18: Driveway 12 & Orangethorpe Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,335			1,070		2,405
2-Axle:								15			15		30
3-Axle:								13			6		19
4+-Axle:								12			12		24
2020 PCE Total:	0	0	0	0	0	0	0	1,380	0	0	1,108	0	2,487

**Volume Development
PM Peak Hour**

19: Driveway 13 & Kimberly Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

20: Driveway 14 & Orangethorpe Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,335			1,070		2,405
2-Axle:								15			15		30
3-Axle:								13			6		19
4+-Axle:								12			12		24
2020 PCE Total:	0	0	0	0	0	0	0	1,380	0	0	1,108	0	2,487

21: Driveway 15 & Kimberly Av.

PHF: 0.920

Count Date:

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

22: N. State College Bl. & Chapman Av.

PHF: 0.961 4:30

Count Date: 3/12/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	173	644	77	226	864	480	364	772	121	139	969	191	5,020
2-Axle:	0	6	1	2	7	2	2	3	3	1	3	2	32
3-Axle:	0	2	0	0	4	0	0	0	3	1	1	0	11
4+-Axle:	0	0	1	0	1	0	0	1	0	2	0	0	5
2020 PCE Total:	173	649	80	227	874	481	365	776	126	145	972	192	5,057

23: N. State College Bl. & Commonwealth Av.

PHF: 0.931 5:00

Count Date: 3/12/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	147	656	98	48	614	258	178	282	134	100	291	25	2,831
2-Axle:	0	6	0	0	9	0	1	2	3	1	4	1	27
3-Axle:	0	1	0	0	6	0	0	0	0	0	2	0	9
4+-Axle:	0	2	0	0	1	2	0	1	0	1	0	0	7
2020 PCE Total:	147	664	98	48	627	262	179	285	136	103	295	26	2,868

24: N. State College Bl. & Kimberly Av.

PHF: 0.913 4:30

Count Date: 3/12/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	9	700	108	5	851	11	9	38	36	28	35	47	1,877
2-Axle:	0	13	13	0	11	0	0	3	1	2	0	1	44
3-Axle:	0	2	2	0	8	1	0	0	0	0	1	0	14
4+-Axle:	0	4	0	0	3	0	0	1	2	0	0	1	11
2020 PCE Total:	9	717	117	5	871	12	9	42	41	29	36	50	1,935

**Volume Development
PM Peak Hour**

25: N. State College Bl. & Driveway 16/Cypress Wy.

	PHF: 0.919		4:30					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	0	792	9	11	904	0	0	0	0	41	0	25	1,782
2-Axle:	0	26	0	0	14	0	0	0	0	0	0	0	40
3-Axle:	0	4	1	0	8	0	0	0	0	0	0	0	13
4+-Axle:	0	3	2	0	5	0	0	0	0	2	0	1	13
2020 PCE Total:	0	815	14	11	929	0	0	0	0	45	0	27	1,841

26: N. State College Bl. & Orangethorpe Av.

	PHF: 0.971		4:45					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	169	517	210	106	700	124	203	915	217	249	777	72	4,259
2-Axle:	5	12	2	2	4	0	1	9	5	9	10	0	59
3-Axle:	2	1	0	5	2	1	3	9	1	3	3	0	30
4+-Axle:	2	3	1	2	6	0	1	7	4	8	10	0	44
2020 PCE Total:	178	530	213	116	716	125	209	943	229	273	805	72	4,407
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

20: Driveway 14 & Orangethorpe Av.

	PHF: 0.920							Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								1,335			1,070		2,405
2-Axle:								15			15		30
3-Axle:								13			6		19
4+-Axle:								12			12		24
2020 PCE Total:	0	0	0	0	0	0	0	1,380	0	0	1,108	0	2,487

21: Driveway 15 & Kimberly Av.

	PHF: 0.920							Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:								83			55		138
2-Axle:								4			0		4
3-Axle:								0			2		2
4+-Axle:								3			0		3
2020 PCE Total:	0	0	0	0	0	0	0	91	0	0	57	0	148

22: N. State College Bl. & Chapman Av.

	PHF: 0.961		4:30					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	173	644	77	226	864	480	364	772	121	139	969	191	5,020
2-Axle:	0	6	1	2	7	2	2	3	3	1	3	2	32
3-Axle:	0	2	0	0	4	0	0	0	3	1	1	0	11
4+-Axle:	0	0	1	0	1	0	0	1	0	2	0	0	5
2020 PCE Total:	173	649	80	227	874	481	365	776	126	145	972	192	5,057

23: N. State College Bl. & Commonwealth Av.

	PHF: 0.931		5:00					Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	147	656	98	48	614	258	178	282	134	100	291	25	2,831
2-Axle:	0	6	0	0	9	0	1	2	3	1	4	1	27
3-Axle:	0	1	0	0	6	0	0	0	0	0	2	0	9
4+-Axle:	0	2	0	0	1	2	0	1	0	1	0	0	7

**Volume Development
PM Peak Hour**

31: SR-57 Southbound Ramps & Orangethorpe Av.

	PHF: 0.949			4:30				Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	7	10	14	133	6	128	346	1,087	7	23	977	415	3,153
2-Axle:	0	0	0	14	0	7	10	35	0	0	26	17	109
3-Axle:	0	0	0	4	0	2	0	18	0	0	0	2	26
4+-Axle:	0	0	0	8	0	7	0	10	0	1	8	5	39
2020 PCE Total:	7	10	14	160	6	148	351	1,143	7	25	1,006	436	3,312

32: SR-57 Northbound Ramps & Orangethorpe Av.

	PHF: 0.930			4:45				Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
Existing 2020:	520	2	528	0	0	0	160	1,074	0	0	895	286	3,465
2-Axle:	9	0	10	0	0	0	3	46	0	0	34	2	104
3-Axle:	1	0	3	0	0	0	4	18	0	0	1	0	27
4+-Axle:	0	1	5	0	0	0	5	13	0	0	14	7	45
2020 PCE Total:	526	4	546	0	0	0	176	1,141	0	0	941	301	3,634

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕		↕		↕
Traffic Vol, veh/h	2	1	11	38	1	18	15	816	63	19	900	6
Future Vol, veh/h	2	1	11	38	1	18	15	816	63	19	900	6
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	43	0	13	0	4	7	6	4	0
Mvmt Flow	2	1	12	41	1	19	16	877	68	20	968	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1485	1988	487	1468	1957	476	974	0	0	945	0	0
Stage 1	1011	1011	-	943	943	-	-	-	-	-	-	-
Stage 2	474	977	-	525	1014	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	8.36	6.5	7.16	4.1	-	-	4.22	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.93	4	3.43	2.2	-	-	2.26	-	-
Pot Cap-1 Maneuver	*192	81	532	154	87	*722	716	-	-	1082	-	-
Stage 1	*260	320	-	618	612	-	-	-	-	-	-	-
Stage 2	*707	583	-	411	319	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*174	74	532	140	79	*720	716	-	-	1082	-	-
Mov Cap-2 Maneuver	*217	209	-	266	208	-	-	-	-	-	-	-
Stage 1	*248	307	-	589	582	-	-	-	-	-	-	-
Stage 2	*652	555	-	384	306	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	17.5	0.4	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	716	-	-	404	266	720	1082	-	-
HCM Lane V/C Ratio	0.023	-	-	0.037	0.154	0.027	0.019	-	-
HCM Control Delay (s)	10.1	0.2	-	14.3	21	10.1	8.4	0.2	-
HCM Lane LOS	B	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0.1	-	-

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

Timings
2: Raymond Av. & Orangethorpe Av.

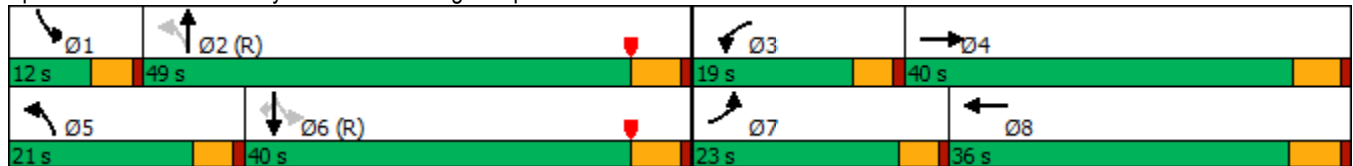


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↶↶↶	↶↶	↶↶↶	↶	↶↶	↶	↶↶	↶
Traffic Volume (vph)	185	997	174	572	225	721	99	650	133
Future Volume (vph)	185	997	174	572	225	721	99	650	133
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↘↘	↘↘↘		↗	↗↗		↘	↘↘	↘
Traffic Volume (veh/h)	185	997	340	174	572	60	225	721	217	99	650	133
Future Volume (veh/h)	185	997	340	174	572	60	225	721	217	99	650	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		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	1767	1841	1426	1707	1811	1811	1856	1856	1781	1870	1841	1811
Adj Flow Rate, veh/h	201	1084	336	189	622	53	245	784	233	108	707	81
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, %	9	4	32	13	6	6	3	3	8	2	4	6
Cap, veh/h	226	1090	338	238	1064	90	378	1106	329	248	1277	556
Arrive On Green	0.13	0.29	0.29	0.15	0.46	0.46	0.10	0.41	0.41	0.05	0.36	0.36
Sat Flow, veh/h	1682	3780	1172	3155	4637	392	1767	2677	795	1781	3497	1522
Grp Volume(v), veh/h	201	961	459	189	441	234	245	516	501	108	707	81
Grp Sat Flow(s),veh/h/ln	1682	1675	1602	1577	1648	1732	1767	1763	1710	1781	1749	1522
Q Serve(g_s), s	14.1	34.3	34.3	6.9	11.8	12.1	10.0	29.2	29.2	4.5	19.3	4.3
Cycle Q Clear(g_c), s	14.1	34.3	34.3	6.9	11.8	12.1	10.0	29.2	29.2	4.5	19.3	4.3
Prop In Lane	1.00		0.73	1.00		0.23	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	226	966	462	238	756	397	378	728	707	248	1277	556
V/C Ratio(X)	0.89	0.99	0.99	0.79	0.58	0.59	0.65	0.71	0.71	0.43	0.55	0.15
Avail Cap(c_a), veh/h	258	966	462	379	830	436	441	728	707	264	1277	556
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.72	0.72	0.72	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	42.6	42.6	50.0	28.2	28.3	21.6	29.2	29.2	24.5	30.3	25.6
Incr Delay (d2), s/veh	25.1	27.5	40.4	2.2	0.8	1.7	1.2	4.2	4.3	0.4	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	17.4	18.3	2.6	3.9	4.2	4.1	12.7	12.4	1.9	8.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	70.1	83.0	52.2	29.1	30.0	22.7	33.4	33.5	24.9	32.1	26.1
LnGrp LOS	E	E	F	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1621			864			1262			896	
Approach Delay, s/veh		74.5			34.4			31.4			30.7	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	55.0	13.7	40.4	16.7	49.2	20.7	33.3				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+I1), s	6.5	31.2	8.9	36.3	12.0	21.3	16.1	14.1				
Green Ext Time (p_c), s	0.0	5.1	0.2	0.0	0.1	4.0	0.1	3.6				

Intersection Summary

HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

Timings
3: Raymond Av. & SR-91 WB Ramps

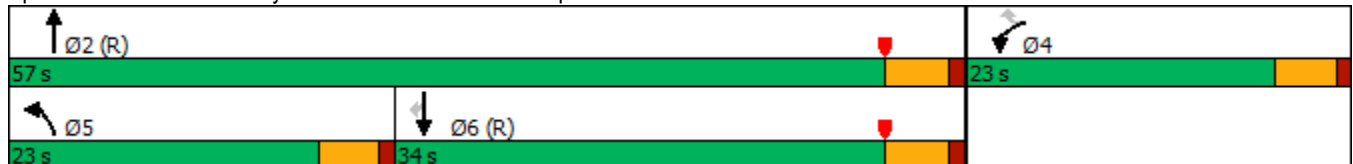


Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑↑	↗
Traffic Volume (vph)	163	444	401	1012	785	450
Future Volume (vph)	163	444	401	1012	785	450
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)	23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)	28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated



















Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	163	0	444	401	1012	0	0	785	450
Future Volume (veh/h)	0	0	0	163	0	444	401	1012	0	0	785	450
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No		No			
Adj Sat Flow, veh/h/ln				1826	0	1826	1856	1826	0	0	1767	1722
Adj Flow Rate, veh/h				172	0	126	422	1065	0	0	826	336
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				5	0	5	3	5	0	0	9	12
Cap, veh/h				378	0	174	406	2668	0	0	2323	685
Arrive On Green				0.11	0.00	0.11	0.46	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3374	0	1547	1767	3561	0	0	4982	1422
Grp Volume(v), veh/h				172	0	126	422	1065	0	0	826	336
Grp Sat Flow(s),veh/h/ln				1687	0	1547	1767	1735	0	0	1608	1422
Q Serve(g_s), s				3.8	0.0	6.3	18.4	0.0	0.0	0.0	8.6	12.8
Cycle Q Clear(g_c), s				3.8	0.0	6.3	18.4	0.0	0.0	0.0	8.6	12.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				378	0	174	406	2668	0	0	2323	685
V/C Ratio(X)				0.45	0.00	0.73	1.04	0.40	0.00	0.00	0.36	0.49
Avail Cap(c_a), veh/h				776	0	356	406	2668	0	0	2323	685
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.52	0.52	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				33.2	0.0	34.3	21.6	0.0	0.0	0.0	13.0	14.1
Incr Delay (d2), s/veh				0.9	0.0	5.7	42.5	0.2	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				1.5	0.0	5.6	9.5	0.1	0.0	0.0	2.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.1	0.0	40.0	64.1	0.2	0.0	0.0	13.3	15.9
LnGrp LOS				C	A	D	F	A	A	A	B	B
Approach Vol, veh/h					298			1487			1162	
Approach Delay, s/veh					36.6			18.4			14.0	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		66.4		13.6	23.0	43.4						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		8.3	20.4	14.8						
Green Ext Time (p_c), s		9.3		0.7	0.0	5.8						
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								

Timings
4: Raymond Av. & SR-91 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	502	0	911	484	403	546
Future Volume (vph)	502	0	911	484	403	546
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	27.0	27.0	28.0	28.0	25.0	53.0
Total Split (%)	33.8%	33.8%	35.0%	35.0%	31.3%	66.3%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated




















Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	502	0	355	0	0	0	0	911	484	403	546	0
Future Volume (veh/h)	502	0	355	0	0	0	0	911	484	403	546	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1826				0	1856	1841	1648	1856	0
Adj Flow Rate, veh/h	374	216	219				0	959	345	424	575	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	0	5				0	3	4	17	3	0
Cap, veh/h	471	236	240				0	1497	460	400	2143	0
Arrive On Green	0.27	0.27	0.27				0.00	0.30	0.30	0.51	1.00	0.00
Sat Flow, veh/h	1725	865	877				0	5233	1557	1570	3618	0
Grp Volume(v), veh/h	374	0	435				0	959	345	424	575	0
Grp Sat Flow(s),veh/h/ln	1725	0	1742				0	1689	1557	1570	1763	0
Q Serve(g_s), s	16.1	0.0	19.3				0.0	13.2	16.0	20.4	0.0	0.0
Cycle Q Clear(g_c), s	16.1	0.0	19.3				0.0	13.2	16.0	20.4	0.0	0.0
Prop In Lane	1.00		0.50				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	471	0	476				0	1497	460	400	2143	0
V/C Ratio(X)	0.79	0.00	0.91				0.00	0.64	0.75	1.06	0.27	0.00
Avail Cap(c_a), veh/h	483	0	488				0	1497	460	400	2143	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	27.0	0.0	28.2				0.0	24.5	25.5	19.6	0.0	0.0
Incr Delay (d2), s/veh	8.9	0.0	21.6				0.0	2.1	10.7	59.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	10.2				0.0	5.2	6.8	10.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	49.7				0.0	26.6	36.2	78.9	0.3	0.0
LnGrp LOS	D	A	D				A	C	D	F	A	A
Approach Vol, veh/h		809						1304			999	
Approach Delay, s/veh		43.3						29.2			33.6	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.0	28.5	26.5	53.5								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	20.4	23.1	22.4	48.1								
Max Q Clear Time (g_c+I1), s	22.4	18.0	21.3	2.0								
Green Ext Time (p_c), s	0.0	3.7	0.5	6.0								

Intersection Summary

HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	6	35	16	14	36	37	18	370	16	20	242	13
Future Vol, veh/h	6	35	16	14	36	37	18	370	16	20	242	13
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	4	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	20	19	25	0	6	3	6	5	15	0	10	8
Mvmt Flow	7	43	20	17	44	45	22	451	20	24	295	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	644	871	158	727	869	240	312	0	0	475	0	0
Stage 1	352	352	-	509	509	-	-	-	-	-	-	-
Stage 2	292	519	-	218	360	-	-	-	-	-	-	-
Critical Hdwy	7.9	6.88	7.4	7.5	6.62	6.96	4.22	-	-	4.1	-	-
Critical Hdwy Stg 1	6.9	5.88	-	6.5	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.9	5.88	-	6.5	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.7	4.19	3.55	3.5	4.06	3.33	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	*502	346	791	467	369	*946	1217	-	-	1297	-	-
Stage 1	*591	589	-	730	662	-	-	-	-	-	-	-
Stage 2	*853	628	-	770	615	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*420	331	789	397	354	*943	1216	-	-	1292	-	-
Mov Cap-2 Maneuver	*420	331	-	397	354	-	-	-	-	-	-	-
Stage 1	*580	577	-	714	648	-	-	-	-	-	-	-
Stage 2	*743	614	-	682	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	13.6	0.4	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1216	-	-	420	405	397	518	1292	-	-
HCM Lane V/C Ratio	0.018	-	-	0.017	0.154	0.043	0.172	0.019	-	-
HCM Control Delay (s)	8	-	-	13.7	15.5	14.5	13.4	7.8	-	-
HCM Lane LOS	A	-	-	B	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0.6	0.1	-	-

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

Timings
6: Acacia Av. & Orangethorpe Av.

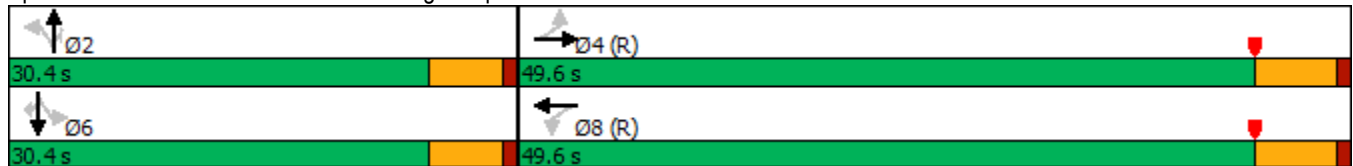


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗	↖	↗↖↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	195	915	95	692	82	101	95	68	72	118
Future Volume (vph)	195	915	95	692	82	101	95	68	72	118
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	49.6	49.6	49.6	49.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%	38.0%	38.0%	38.0%	38.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	195	915	31	95	692	121	82	101	95	68	72	118
Future Volume (veh/h)	195	915	31	95	692	121	82	101	95	68	72	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1826	1737	1870	1826	1737	1826	1900	1796	1574	1811	1722
Adj Flow Rate, veh/h	214	1005	34	104	760	129	90	111	37	75	79	41
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	5	11	2	5	11	5	0	7	22	6	12
Cap, veh/h	480	3461	117	428	2997	504	242	306	245	204	292	230
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	615	4952	167	543	4288	721	1236	1900	1519	1042	1811	1430
Grp Volume(v), veh/h	214	674	365	104	587	302	90	111	37	75	79	41
Grp Sat Flow(s),veh/h/ln	615	1662	1796	543	1662	1685	1236	1900	1519	1042	1811	1430
Q Serve(g_s), s	15.6	6.1	6.1	7.2	5.2	5.2	5.5	4.2	1.7	5.5	3.1	2.0
Cycle Q Clear(g_c), s	20.9	6.1	6.1	13.3	5.2	5.2	8.6	4.2	1.7	9.7	3.1	2.0
Prop In Lane	1.00		0.09	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	2323	1255	428	2323	1178	242	306	245	204	292	230
V/C Ratio(X)	0.45	0.29	0.29	0.24	0.25	0.26	0.37	0.36	0.15	0.37	0.27	0.18
Avail Cap(c_a), veh/h	480	2323	1255	428	2323	1178	429	594	475	361	566	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.14	0.14	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	4.5	4.6	7.1	4.4	4.4	33.2	29.9	28.9	34.2	29.4	29.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.3	0.3	0.5	0.9	0.7	0.3	1.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	1.4	0.8	1.2	1.3	1.6	1.9	0.6	1.4	1.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	4.6	4.6	8.4	4.7	4.9	34.1	30.6	29.1	35.3	29.9	29.3
LnGrp LOS	A	A	A	A	A	A	C	C	C	D	C	C
Approach Vol, veh/h		1253			993			238				195
Approach Delay, s/veh		5.3			5.1			31.7				31.9
Approach LOS		A			A			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.3		61.7		18.3		61.7				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		43.8		25.0		43.8				
Max Q Clear Time (g_c+I1), s		10.6		22.9		11.7		15.3				
Green Ext Time (p_c), s		0.8		8.7		0.6		7.4				
Intersection Summary												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑↑↑				↔				
Traffic Vol, veh/h	0	1073	5	0	904	0	4	0	3	0	0	0
Future Vol, veh/h	0	1073	5	0	904	0	4	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1166	5	0	983	0	4	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	1171	0	0	1562	2152	586
Stage 1	-	-	-	-	-	-	1169	1169	-
Stage 2	-	-	-	-	-	-	393	983	-
Critical Hdwy	-	-	-	5.3	-	-	5.7	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6	5.5	-
Follow-up Hdwy	-	-	-	3.1	-	-	3.8	4	3.9
Pot Cap-1 Maneuver	0	-	-	*854	-	-	*491	*467	*679
Stage 1	0	-	-	-	-	-	*696	*662	-
Stage 2	0	-	-	-	-	-	*741	*699	-
Platoon blocked, %	-	-	-	1	-	-	1	1	1
Mov Cap-1 Maneuver	-	-	-	*854	-	-	*491	*0	*679
Mov Cap-2 Maneuver	-	-	-	-	-	-	*608	*0	-
Stage 1	-	-	-	-	-	-	*696	*0	-
Stage 2	-	-	-	-	-	-	*741	*0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	637	-	-	* 854	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

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

Timings
22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

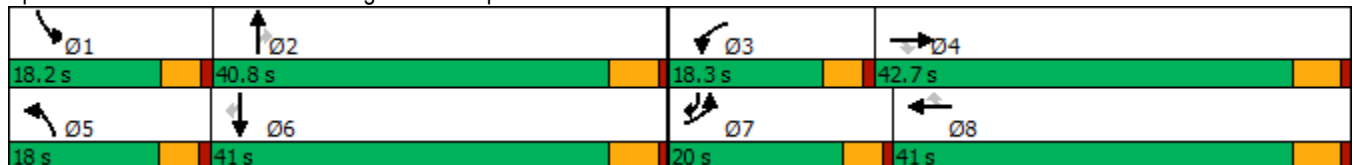
07/15/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	819	129	89	839	244	111	886	46	184	953	377
Future Volume (vph)	435	819	129	89	839	244	111	886	46	184	953	377
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.9
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated































Splits and Phases: 22: State College Bl. & Chapman Av.



HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	435	819	129	89	839	244	111	886	46	184	953	377
Future Volume (veh/h)	435	819	129	89	839	244	111	886	46	184	953	377
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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	1885	1885	1885	1841	1885	1885	1885	1885	1826	1885	1885	1885
Adj Flow Rate, veh/h	463	871	124	95	893	238	118	943	37	196	1014	329
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	1	1	4	1	1	1	1	5	1	1	1
Cap, veh/h	478	1276	563	119	1028	452	145	1159	496	259	1135	712
Arrive On Green	0.14	0.36	0.36	0.07	0.29	0.29	0.08	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	3483	3582	1581	1753	3582	1574	1795	3582	1533	3483	3582	1555
Grp Volume(v), veh/h	463	871	124	95	893	238	118	943	37	196	1014	329
Grp Sat Flow(s),veh/h/ln	1742	1791	1581	1753	1791	1574	1795	1791	1533	1742	1791	1555
Q Serve(g_s), s	14.9	23.2	6.2	6.0	26.6	14.3	7.3	27.2	1.9	6.2	30.3	16.5
Cycle Q Clear(g_c), s	14.9	23.2	6.2	6.0	26.6	14.3	7.3	27.2	1.9	6.2	30.3	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	1276	563	119	1028	452	145	1159	496	259	1135	712
V/C Ratio(X)	0.97	0.68	0.22	0.80	0.87	0.53	0.81	0.81	0.07	0.76	0.89	0.46
Avail Cap(c_a), veh/h	478	1276	563	214	1135	499	214	1159	496	422	1135	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	30.7	25.3	51.6	38.0	33.6	50.8	34.9	26.3	51.0	36.5	21.2
Incr Delay (d2), s/veh	33.1	1.5	0.2	4.6	6.9	1.0	8.5	6.3	0.3	1.7	10.8	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	9.9	2.3	2.7	12.2	5.4	3.5	12.4	0.7	2.7	14.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.4	32.3	25.4	56.2	44.9	34.6	59.3	41.2	26.6	52.7	47.4	23.4
LnGrp LOS	F	C	C	E	D	C	E	D	C	D	D	C
Approach Vol, veh/h		1458			1226			1098			1539	
Approach Delay, s/veh		47.3			43.8			42.7			42.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	41.7	12.2	45.4	13.7	41.0	20.0	37.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+1), s	8.2	29.2	8.0	25.2	9.3	32.3	16.9	28.6				
Green Ext Time (p_c), s	0.2	3.2	0.0	4.8	0.0	2.2	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	192	285	62	208	88	566	26	903
Future Volume (vph)	192	285	62	208	88	566	26	903
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated






















Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	285	184	62	208	37	88	566	86	26	903	187
Future Volume (veh/h)	192	285	184	62	208	37	88	566	86	26	903	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1885	1870	1856	1856	1870	1870	1885	1841	1885	1870
Adj Flow Rate, veh/h	209	310	150	67	226	36	96	615	88	28	982	193
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, %	3	3	1	2	3	3	2	2	1	4	1	2
Cap, veh/h	337	455	214	213	375	59	284	1666	238	425	1534	301
Arrive On Green	0.12	0.20	0.20	0.04	0.12	0.12	0.05	0.54	0.54	0.03	0.52	0.52
Sat Flow, veh/h	1767	2302	1084	1781	3045	477	1781	3114	445	1753	2972	583
Grp Volume(v), veh/h	209	235	225	67	129	133	96	350	353	28	591	584
Grp Sat Flow(s),veh/h/ln	1767	1763	1624	1781	1763	1760	1781	1777	1782	1753	1791	1764
Q Serve(g_s), s	10.1	12.6	13.1	3.3	7.1	7.3	2.5	11.6	11.7	0.8	24.3	24.4
Cycle Q Clear(g_c), s	10.1	12.6	13.1	3.3	7.1	7.3	2.5	11.6	11.7	0.8	24.3	24.4
Prop In Lane	1.00		0.67	1.00		0.27	1.00		0.25	1.00		0.33
Lane Grp Cap(c), veh/h	337	348	321	213	217	217	284	951	953	425	925	911
V/C Ratio(X)	0.62	0.68	0.70	0.31	0.60	0.61	0.34	0.37	0.37	0.07	0.64	0.64
Avail Cap(c_a), veh/h	360	534	492	291	458	457	465	951	953	473	925	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	37.9	38.1	36.9	42.3	42.4	14.0	13.7	13.7	11.3	17.8	17.8
Incr Delay (d2), s/veh	2.0	2.3	2.8	0.3	2.6	2.8	0.3	1.1	1.1	0.0	3.4	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.5	5.3	1.4	3.2	3.3	0.9	4.6	4.6	0.3	10.0	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	40.2	40.9	37.2	44.9	45.2	14.3	14.8	14.8	11.3	21.2	21.3
LnGrp LOS	C	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		669			329			799			1203	
Approach Delay, s/veh		38.5			43.5			14.8			21.0	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	60.0	9.1	25.5	9.3	58.1	16.7	18.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+1), s	2.8	13.7	5.3	15.1	4.5	26.4	12.1	9.3				
Green Ext Time (p_c), s	0.0	4.6	0.0	2.3	0.1	7.4	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				25.7								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↑↑		↑↑↑	↑↑	
Traffic Vol, veh/h	7	27	40	23	26	33	40	807	67	3	1025	26
Future Vol, veh/h	7	27	40	23	26	33	40	807	67	3	1025	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	8	22	5	9	7	9	3	5	0	3	4
Mvmt Flow	7	28	41	23	27	34	41	823	68	3	1046	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1573	2042	537	1380	2021	449	1073	0	0	894	0	0
Stage 1	1066	1066	-	942	942	-	-	-	-	-	-	-
Stage 2	507	976	-	438	1079	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.66	7.54	7.05	6.68	7.04	5.48	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.66	-	6.6	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.66	-	6.8	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4.08	4.12	3.7	4.09	3.37	3.19	-	-	2.2	-	-
Pot Cap-1 Maneuver	*400	*155	380	*583	*160	*760	341	-	-	*1165	-	-
Stage 1	*186	*284	-	*692	*626	-	-	-	-	-	-	-
Stage 2	*702	*628	-	*528	*278	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*311	*135	380	*425	*139	*758	341	-	-	*1161	-	-
Mov Cap-2 Maneuver	*~ -48	*222	-	*337	*198	-	-	-	-	-	-	-
Stage 1	*164	*282	-	*607	*549	-	-	-	-	-	-	-
Stage 2	*561	*550	-	*423	*276	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		17.6	0.7	0
HCM LOS	-	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	341	-	-	+	295	337	337	* 1161	-	-
HCM Lane V/C Ratio	0.12	-	-	-	0.232	0.07	0.179	0.003	-	-
HCM Control Delay (s)	17	-	-	-	20.8	16.5	18	8.1	-	-
HCM Lane LOS	C	-	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9	0.2	0.6	0	-	-

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

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	0	0	0	20	0	5	0	909	44	24	1064	0
Future Vol, veh/h	0	0	0	20	0	5	0	909	44	24	1064	0
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	31	0	0	0	3	25	0	4	0
Mvmt Flow	0	0	0	20	0	5	0	918	44	24	1075	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1582	2087	540	1422	2065	483	1075	0	0	964	0	0
Stage 1	1123	1123	-	942	942	-	-	-	-	-	-	-
Stage 2	459	964	-	480	1123	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	7.57	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	7.32	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.96	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*558	*194	420	*604	*202	*724	366	-	-	*1088	-	-
Stage 1	*169	*283	-	*604	*598	-	-	-	-	-	-	-
Stage 2	*655	*598	-	*441	*283	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*545	*189	419	*591	*197	*723	366	-	-	*1086	-	-
Mov Cap-2 Maneuver	*593	*238	-	*551	*241	-	-	-	-	-	-	-
Stage 1	*169	*277	-	*603	*597	-	-	-	-	-	-	-
Stage 2	*651	*597	-	*430	*277	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.5	0	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	-	579	* 1086	-
HCM Lane V/C Ratio	-	-	-	-	0.044	0.022	-
HCM Control Delay (s)	0	-	-	0	11.5	8.4	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-

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

Timings
26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/15/2020

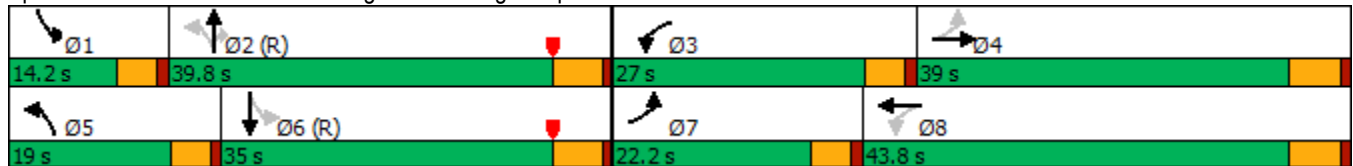


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	213	662	205	542	238	651	91	101	873
Future Volume (vph)	213	662	205	542	238	651	91	101	873
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
































Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/15/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  			  			 		 		  	
Traffic Volume (veh/h)	213	662	217	205	542	78	238	651	91	101	873	111	
Future Volume (veh/h)	213	662	217	205	542	78	238	651	91	101	873	111	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1900	1811	1781	1796	1811	1633	1826	1856	1811	1796	1870	1841	
Adj Flow Rate, veh/h	227	704	195	218	577	65	253	693	62	107	929	101	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	0	6	8	7	6	18	5	3	6	7	2	4	
Cap, veh/h	354	872	238	286	1029	115	362	1540	668	354	1812	196	
Arrive On Green	0.11	0.23	0.23	0.11	0.23	0.23	0.10	0.44	0.44	0.05	0.39	0.39	
Sat Flow, veh/h	1810	3857	1054	1711	4511	502	1739	3526	1531	1711	4672	506	
Grp Volume(v), veh/h	227	600	299	218	420	222	253	693	62	107	676	354	
Grp Sat Flow(s),veh/h/ln	1810	1648	1615	1711	1648	1717	1739	1763	1531	1711	1702	1774	
Q Serve(g_s), s	11.4	20.7	21.1	11.6	13.5	13.8	10.1	16.5	2.9	4.5	18.2	18.3	
Cycle Q Clear(g_c), s	11.4	20.7	21.1	11.6	13.5	13.8	10.1	16.5	2.9	4.5	18.2	18.3	
Prop In Lane	1.00		0.65	1.00		0.29	1.00		1.00	1.00		0.29	
Lane Grp Cap(c), veh/h	354	745	365	286	752	392	362	1540	668	354	1320	688	
V/C Ratio(X)	0.64	0.81	0.82	0.76	0.56	0.57	0.70	0.45	0.09	0.30	0.51	0.51	
Avail Cap(c_a), veh/h	416	912	447	409	1044	544	394	1540	668	400	1320	688	
HCM Platoon Ratio	1.00	1.00	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	0.93	0.93	0.93	0.97	0.97	0.97	1.00	1.00	1.00	
Uniform Delay (d), s/veh	31.1	43.9	44.1	32.6	41.0	41.1	20.4	23.7	19.8	20.6	28.0	28.1	
Incr Delay (d2), s/veh	1.5	4.4	9.6	2.6	0.6	1.2	3.7	0.9	0.3	0.2	1.4	2.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.9	8.6	9.1	4.8	5.4	5.8	4.3	6.9	1.0	1.8	7.5	8.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	32.6	48.4	53.7	35.1	41.6	42.3	24.1	24.6	20.1	20.8	29.5	30.8	
LnGrp LOS	C	D	D	D	D	D	C	C	C	C	C	C	
Approach Vol, veh/h		1126			860			1008			1137		
Approach Delay, s/veh		46.6			40.1			24.2			29.1		
Approach LOS		D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.9	57.8	18.3	32.9	16.8	52.0	18.1	33.2					
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8					
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0					
Max Q Clear Time (g_c+1), s	6.5	18.5	13.6	23.1	12.1	20.3	13.4	15.8					
Green Ext Time (p_c), s	0.0	4.2	0.2	3.9	0.1	4.3	0.1	3.8					
Intersection Summary													
HCM 6th Ctrl Delay			35.0										
HCM 6th LOS			C										

Timings
 27: State College Bl. & SR-91 WB Ramps

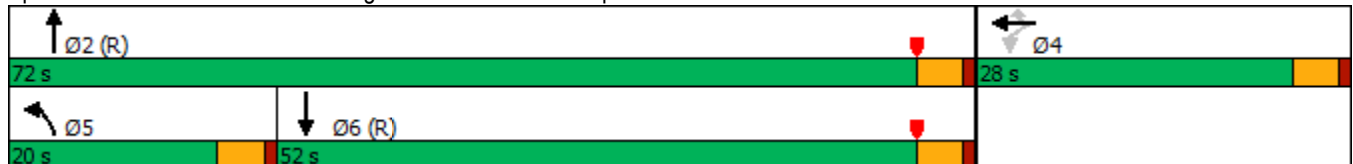


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↕	↷	↶↷	↑↑↑	↑↑↑↷
Traffic Volume (vph)	175	0	434	265	706	826
Future Volume (vph)	175	0	434	265	706	826
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖↗	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	0	0	0	175	0	434	265	706	0	0	826	683
Future Volume (veh/h)	0	0	0	175	0	434	265	706	0	0	826	683
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1900	1856	1856	1811	0	0	1841	1826
Adj Flow Rate, veh/h				123	0	441	279	743	0	0	869	596
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	3	3	6	0	0	4	5
Cap, veh/h				303	0	535	360	3659	0	0	1976	899
Arrive On Green				0.17	0.00	0.17	0.03	0.24	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1781	0	3145	3428	5107	0	0	3516	1525
Grp Volume(v), veh/h				123	0	441	279	743	0	0	869	596
Grp Sat Flow(s),veh/h/ln				1781	0	1572	1714	1648	0	0	1675	1525
Q Serve(g_s), s				6.2	0.0	13.5	8.1	12.0	0.0	0.0	14.4	26.3
Cycle Q Clear(g_c), s				6.2	0.0	13.5	8.1	12.0	0.0	0.0	14.4	26.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				303	0	535	360	3659	0	0	1976	899
V/C Ratio(X)				0.41	0.00	0.82	0.77	0.20	0.00	0.00	0.44	0.66
Avail Cap(c_a), veh/h				419	0	739	531	3659	0	0	1976	899
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	0.67	0.67
Uniform Delay (d), s/veh				37.0	0.0	40.1	47.1	14.3	0.0	0.0	11.4	13.8
Incr Delay (d2), s/veh				0.9	0.0	5.5	3.8	0.1	0.0	0.0	0.5	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	11.6	3.7	5.0	0.0	0.0	4.9	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.9	0.0	45.5	50.8	14.5	0.0	0.0	11.8	16.4
LnGrp LOS				D	A	D	D	B	A	A	B	B
Approach Vol, veh/h					564			1022			1465	
Approach Delay, s/veh					43.9			24.4			13.7	
Approach LOS					D			C			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		78.5		21.5	15.0	63.5						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+1), s		14.0		15.5	10.1	28.3						
Green Ext Time (p_c), s		8.4		1.5	0.4	12.6						

Intersection Summary

HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
28: State College Bl. & SR-91 EB Ramps

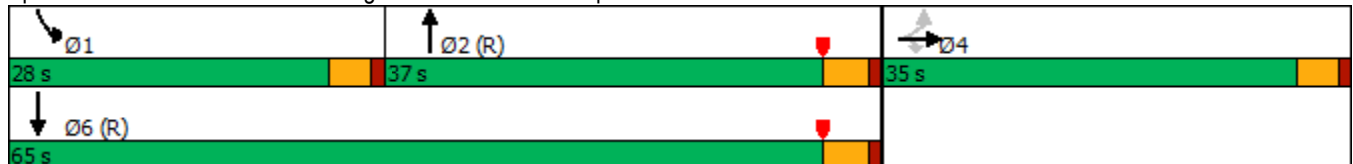


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	462	0	186	509	389	612
Future Volume (vph)	462	0	186	509	389	612
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary





















Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
28: State College Bl. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)
07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	462	0	186	0	0	0	0	509	375	389	612	0
Future Volume (veh/h)	462	0	186	0	0	0	0	509	375	389	612	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1796				0	1841	1870	1796	1870	0
Adj Flow Rate, veh/h	496	0	43				0	525	246	401	631	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	0	7				0	4	2	7	2	0
Cap, veh/h	608	0	268				0	1854	837	478	3763	0
Arrive On Green	0.18	0.00	0.18				0.00	0.55	0.55	0.29	1.00	0.00
Sat Flow, veh/h	3450	0	1522				0	3532	1520	3319	5274	0
Grp Volume(v), veh/h	496	0	43				0	522	249	401	631	0
Grp Sat Flow(s),veh/h/ln	1725	0	1522				0	1675	1536	1659	1702	0
Q Serve(g_s), s	13.8	0.0	2.4				0.0	8.3	8.7	11.3	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	2.4				0.0	8.3	8.7	11.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	608	0	268				0	1845	846	478	3763	0
V/C Ratio(X)	0.82	0.00	0.16				0.00	0.28	0.29	0.84	0.17	0.00
Avail Cap(c_a), veh/h	1063	0	469				0	1845	846	790	3763	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	39.6	0.0	34.9				0.0	12.0	12.0	34.5	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.3				0.0	0.4	0.9	3.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.9				0.0	2.9	2.9	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	35.2				0.0	12.3	12.9	37.9	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		539						771			1032	
Approach Delay, s/veh		41.8						12.5			14.8	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	18.6	59.6	21.8	78.2								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	13.3	10.7	15.8	2.0								
Green Ext Time (p_c), s	1.1	6.9	1.8	6.9								

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Placentia Av. & Kimberly Av.

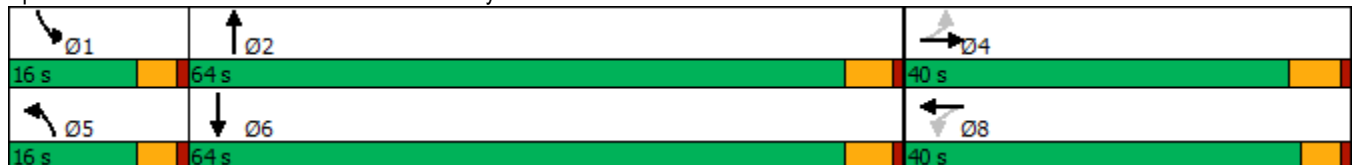


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	52	18	22	6	28	488	37	771
Future Volume (vph)	52	18	22	6	28	488	37	771
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 29: Placentia Av. & Kimberly Av.

Goodman Logistics Center (JN:13156)

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	52	18	10	22	6	25	28	488	53	37	771	65
Future Volume (veh/h)	52	18	10	22	6	25	28	488	53	37	771	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1737	1900	1900	1900	1767	1841	1870	1900	1841	1796
Adj Flow Rate, veh/h	59	20	5	25	7	5	32	555	52	42	876	73
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, %	2	0	11	0	0	0	9	4	2	0	4	7
Cap, veh/h	238	174	44	231	122	87	52	2150	201	66	2193	183
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.67	0.67	0.04	0.67	0.67
Sat Flow, veh/h	1389	1465	366	1401	1026	733	1682	3231	302	1810	3267	272
Grp Volume(v), veh/h	59	0	25	25	0	12	32	300	307	42	469	480
Grp Sat Flow(s),veh/h/ln	1389	0	1832	1401	0	1759	1682	1749	1784	1810	1749	1791
Q Serve(g_s), s	3.5	0.0	1.1	1.4	0.0	0.5	1.7	6.1	6.1	2.0	10.6	10.6
Cycle Q Clear(g_c), s	4.0	0.0	1.1	2.5	0.0	0.5	1.7	6.1	6.1	2.0	10.6	10.6
Prop In Lane	1.00		0.20	1.00		0.42	1.00		0.17	1.00		0.15
Lane Grp Cap(c), veh/h	238	0	218	231	0	209	52	1164	1187	66	1173	1202
V/C Ratio(X)	0.25	0.00	0.11	0.11	0.00	0.06	0.62	0.26	0.26	0.64	0.40	0.40
Avail Cap(c_a), veh/h	613	0	711	628	0	707	218	1164	1187	234	1173	1202
HCM Platoon Ratio	1.00	1.00	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	36.2	0.0	34.7	35.8	0.0	34.4	42.2	5.9	6.0	41.9	6.5	6.5
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.2	0.0	0.1	4.4	0.5	0.5	3.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.5	0.5	0.0	0.2	0.7	1.9	2.0	0.9	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	34.9	36.0	0.0	34.5	46.5	6.5	6.5	45.6	7.5	7.5
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		84			37			639			991	
Approach Delay, s/veh		36.2			35.5			8.5			9.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	64.0		16.3	7.3	64.5		16.3				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	4.0	8.1		6.0	3.7	12.6		4.5				
Green Ext Time (p_c), s	0.0	3.8		0.2	0.0	6.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

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

Timings
30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

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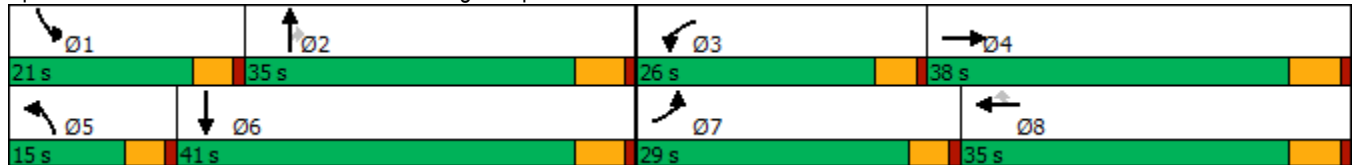


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↗	↙	↕↕	↗	↙↙	↕↕
Traffic Volume (vph)	166	605	97	531	238	43	240	120	186	292
Future Volume (vph)	166	605	97	531	238	43	240	120	186	292
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗	↖↖	↑↑	
Traffic Volume (veh/h)	166	605	21	97	531	238	43	240	120	186	292	296
Future Volume (veh/h)	166	605	21	97	531	238	43	240	120	186	292	296
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1767	1900	1856	1767	1856	1737	1811	1781	1841	1826	1856
Adj Flow Rate, veh/h	187	680	20	109	597	0	48	270	96	209	328	268
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, %	1	9	0	3	9	3	11	6	8	4	5	3
Cap, veh/h	226	1883	55	139	1659		66	702	303	291	457	366
Arrive On Green	0.13	0.39	0.39	0.08	0.34	0.00	0.04	0.20	0.20	0.09	0.25	0.25
Sat Flow, veh/h	1795	4813	141	1767	4823	1572	1654	3441	1485	3401	1830	1465
Grp Volume(v), veh/h	187	454	246	109	597	0	48	270	96	209	310	286
Grp Sat Flow(s),veh/h/ln	1795	1608	1738	1767	1608	1572	1654	1721	1485	1700	1735	1560
Q Serve(g_s), s	8.6	8.5	8.5	5.1	7.9	0.0	2.4	5.8	4.7	5.1	13.9	14.3
Cycle Q Clear(g_c), s	8.6	8.5	8.5	5.1	7.9	0.0	2.4	5.8	4.7	5.1	13.9	14.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	226	1258	680	139	1659		66	702	303	291	433	390
V/C Ratio(X)	0.83	0.36	0.36	0.78	0.36		0.73	0.38	0.32	0.72	0.72	0.73
Avail Cap(c_a), veh/h	516	1258	680	446	1659		203	1200	518	657	728	654
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	18.3	18.3	38.4	20.8	0.0	40.3	29.2	28.7	37.8	29.1	29.2
Incr Delay (d2), s/veh	3.0	0.8	1.5	3.6	0.6	0.0	5.6	0.3	0.6	1.2	2.2	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	3.7	3.0	3.4	2.3	2.8	0.0	1.1	2.3	1.6	2.1	5.7	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	19.1	19.8	42.0	21.4	0.0	45.9	29.5	29.3	39.0	31.3	31.9
LnGrp LOS	D	B	B	D	C		D	C	C	D	C	C
Approach Vol, veh/h		887			706	A		414			805	
Approach Delay, s/veh		23.5			24.6			31.4			33.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	22.7	11.3	39.0	8.0	26.6	15.3	35.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+I1), s	7.1	7.8	7.1	10.5	4.4	16.3	10.6	9.9				
Green Ext Time (p_c), s	0.2	1.9	0.1	4.1	0.0	3.4	0.2	3.7				

Intersection Summary

HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

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

Timings
31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/15/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗↘	↖	↗↗↗	↖		↕	↖	↕
Traffic Volume (vph)	164	760	10	782	551	1	8	260	0
Future Volume (vph)	164	760	10	782	551	1	8	260	0
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	14.6	14.6	36.8	36.8
Total Split (%)	18.4%	43.1%	9.6%	34.3%	34.3%	13.4%	13.4%	33.9%	33.9%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 108.6

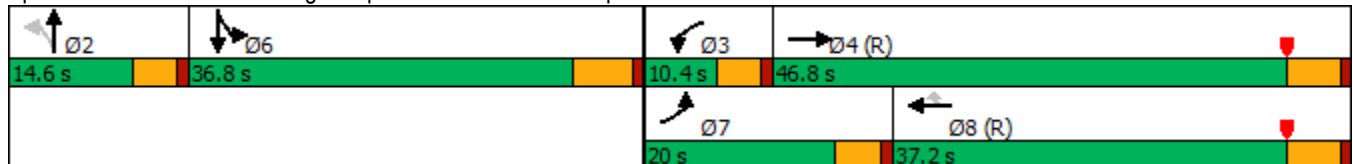
Actuated Cycle Length: 108.6

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	164	760	1	10	782	551	1	8	32	260	0	140
Future Volume (veh/h)	164	760	1	10	782	551	1	8	32	260	0	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	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	1752	1781	1900	1737	1796	1841	1900	1900	1900	1693	1900	1604
Adj Flow Rate, veh/h	178	826	1	11	850	0	1	9	30	210	102	138
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, %	10	8	0	11	7	4	0	0	0	14	0	20
Cap, veh/h	238	2837	3	21	2476		3	24	81	274	124	168
Arrive On Green	0.07	0.57	0.57	0.01	0.50	0.00	0.06	0.06	0.06	0.17	0.17	0.17
Sat Flow, veh/h	3237	5016	6	1654	4904	1560	42	376	1254	1612	731	989
Grp Volume(v), veh/h	178	534	293	11	850	0	40	0	0	210	0	240
Grp Sat Flow(s),veh/h/ln	1618	1621	1780	1654	1635	1560	1672	0	0	1612	0	1720
Q Serve(g_s), s	5.9	9.3	9.3	0.7	11.3	0.0	2.5	0.0	0.0	13.6	0.0	14.7
Cycle Q Clear(g_c), s	5.9	9.3	9.3	0.7	11.3	0.0	2.5	0.0	0.0	13.6	0.0	14.7
Prop In Lane	1.00		0.00	1.00		1.00	0.02		0.75	1.00		0.57
Lane Grp Cap(c), veh/h	238	1834	1007	21	2476		108	0	0	274	0	292
V/C Ratio(X)	0.75	0.29	0.29	0.51	0.34		0.37	0.00	0.00	0.77	0.00	0.82
Avail Cap(c_a), veh/h	457	1834	1007	88	2476		153	0	0	458	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.52	0.52	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.5	12.3	12.3	53.4	16.2	0.0	48.9	0.0	0.0	43.2	0.0	43.6
Incr Delay (d2), s/veh	1.6	0.4	0.7	3.6	0.2	0.0	2.1	0.0	0.0	4.5	0.0	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	2.4	3.2	3.6	0.3	4.0	0.0	1.1	0.0	0.0	5.5	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	12.7	13.0	57.1	16.4	0.0	51.0	0.0	0.0	47.7	0.0	49.4
LnGrp LOS	D	B	B	E	B		D	A	A	D	A	D
Approach Vol, veh/h		1005			861	A		40				450
Approach Delay, s/veh		19.6			16.9			51.0				48.6
Approach LOS		B			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.6	6.0	67.0		24.3	12.6	60.4				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		10.0	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		4.5	2.7	11.3		16.7	7.9	13.3				
Green Ext Time (p_c), s		0.0	0.0	5.6		1.7	0.2	5.4				

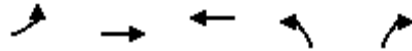
Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: SR-57 NB Ramps & Orangethorpe Av.

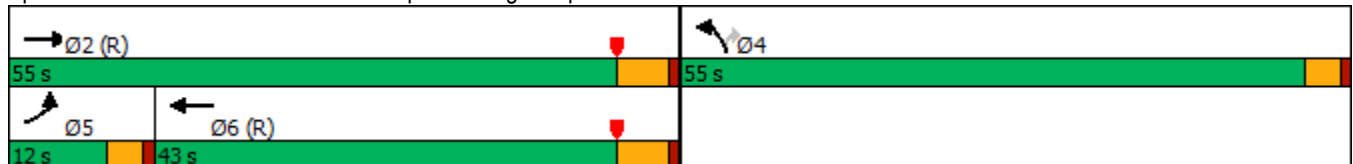


Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations	↗↗	↑↑↑	↑↑↑↔	↖↖	↗
Traffic Volume (vph)	132	919	1081	262	592
Future Volume (vph)	132	919	1081	262	592
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	32.0	32.0
Total Split (s)	12.0	55.0	43.0	55.0	55.0
Total Split (%)	10.9%	50.0%	39.1%	50.0%	50.0%
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	919	0	0	1081	287	262	0	592	0	0	0
Future Volume (veh/h)	132	919	0	0	1081	287	262	0	592	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1648	1781	0	0	1811	1737	1826	0	1841			
Adj Flow Rate, veh/h	143	999	0	0	1175	312	285	0	643			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	17	8	0	0	6	11	5	0	4			
Cap, veh/h	194	2338	0	0	1459	387	1467	0	678			
Arrive On Green	0.06	0.48	0.00	0.00	0.38	0.38	0.43	0.00	0.43			
Sat Flow, veh/h	3045	5024	0	0	3997	1018	3374	0	1560			
Grp Volume(v), veh/h	143	999	0	0	1010	477	285	0	643			
Grp Sat Flow(s),veh/h/ln	1522	1621	0	0	1648	1556	1687	0	1560			
Q Serve(g_s), s	5.1	14.8	0.0	0.0	30.1	30.1	5.7	0.0	43.6			
Cycle Q Clear(g_c), s	5.1	14.8	0.0	0.0	30.1	30.1	5.7	0.0	43.6			
Prop In Lane	1.00		0.00	0.00		0.65	1.00		1.00			
Lane Grp Cap(c), veh/h	194	2338	0	0	1254	592	1467	0	678			
V/C Ratio(X)	0.74	0.43	0.00	0.00	0.81	0.81	0.19	0.00	0.95			
Avail Cap(c_a), veh/h	221	2338	0	0	1254	592	1564	0	723			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.6	18.7	0.0	0.0	30.4	30.4	19.2	0.0	29.9			
Incr Delay (d2), s/veh	9.7	0.5	0.0	0.0	5.6	11.2	0.1	0.0	21.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.2	5.4	0.0	0.0	12.3	12.6	2.1	0.0	34.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	19.2	0.0	0.0	36.0	41.6	19.3	0.0	51.1			
LnGrp LOS	E	B	A	A	D	D	B	A	D			
Approach Vol, veh/h		1142			1487			928				
Approach Delay, s/veh		24.3			37.8			41.3				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		58.2		51.8	11.0	47.2						
Change Period (Y+Rc), s		5.3		4.0	4.0	5.3						
Max Green Setting (Gmax), s		49.7		51.0	8.0	37.7						
Max Q Clear Time (g_c+I1), s		16.8		45.6	7.1	32.1						
Green Ext Time (p_c), s		14.5		2.2	0.0	4.9						
Intersection Summary												
HCM 6th Ctrl Delay				34.4								
HCM 6th LOS				C								

HCM 6th TWSC
1: Raymond Av. & Kimberly Av.

07/15/2020

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕			↕	
Traffic Vol, veh/h	2	0	27	49	0	48	12	985	28	29	713	3
Future Vol, veh/h	2	0	27	49	0	48	12	985	28	29	713	3
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	5	0	2	8	8	3	0
Mvmt Flow	2	0	29	53	0	52	13	1059	30	31	767	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1390	1946	385	1546	-	548	770	0	0	1089	0	0
Stage 1	831	831	-	1100	-	-	-	-	-	-	-	-
Stage 2	559	1115	-	446	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.54	-	7	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.52	-	3.35	2.2	-	-	2.28	-	-
Pot Cap-1 Maneuver	*298	96	619	198	0	*689	854	-	-	994	-	-
Stage 1	*334	387	-	623	0	-	-	-	-	-	-	-
Stage 2	*659	543	-	561	0	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1		1		-	-	1	-	-
Mov Cap-1 Maneuver	*256	87	619	175	-	*687	854	-	-	994	-	-
Mov Cap-2 Maneuver	*282	230	-	325	-	-	-	-	-	-	-	-
Stage 1	*321	366	-	599	-	-	-	-	-	-	-	-
Stage 2	*584	522	-	505	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	11.7		14.5		0.3			0.5		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	854	-	-	572	325	687	994	-	-
HCM Lane V/C Ratio	0.015	-	-	0.055	0.162	0.075	0.031	-	-
HCM Control Delay (s)	9.3	0.2	-	11.7	18.2	10.7	8.7	0.2	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	0.1	-	-

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

Timings

2: Raymond Av. & Orangethorpe Av.

07/15/2020

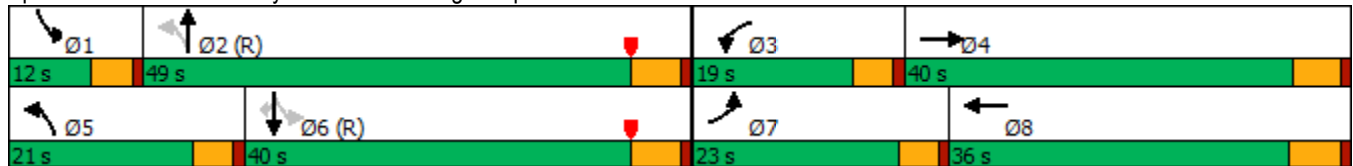


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑↓	↘↘	↑↑↑	↘	↑↓	↘	↑↑	↘
Traffic Volume (vph)	172	937	281	902	226	723	92	619	182
Future Volume (vph)	172	937	281	902	226	723	92	619	182
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 2: Raymond Av. & Orangethorpe Av.

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↘↗	↑↑↑		↗	↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	172	937	277	281	902	132	226	723	217	92	619	182
Future Volume (veh/h)	172	937	277	281	902	132	226	723	217	92	619	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1826	1841	1870	1574	1870	1826	1796	1870	1856
Adj Flow Rate, veh/h	179	976	250	293	940	109	235	753	221	96	645	135
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, %	3	3	6	5	4	2	22	2	5	7	2	3
Cap, veh/h	206	1103	282	343	1181	137	345	1088	319	243	1202	524
Arrive On Green	0.12	0.27	0.27	0.20	0.52	0.52	0.12	0.40	0.40	0.05	0.34	0.34
Sat Flow, veh/h	1767	4019	1027	3374	4557	527	1499	2700	792	1711	3554	1548
Grp Volume(v), veh/h	179	820	406	293	690	359	235	496	478	96	645	135
Grp Sat Flow(s),veh/h/ln	1767	1689	1669	1687	1675	1733	1499	1777	1715	1711	1777	1548
Q Serve(g_s), s	11.9	27.9	28.0	10.1	20.2	20.4	11.8	27.7	27.7	4.4	17.6	7.6
Cycle Q Clear(g_c), s	11.9	27.9	28.0	10.1	20.2	20.4	11.8	27.7	27.7	4.4	17.6	7.6
Prop In Lane	1.00		0.62	1.00		0.30	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	206	927	458	343	869	449	345	716	691	243	1202	524
V/C Ratio(X)	0.87	0.88	0.89	0.85	0.79	0.80	0.68	0.69	0.69	0.40	0.54	0.26
Avail Cap(c_a), veh/h	271	974	481	405	869	449	376	716	691	261	1202	524
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	41.7	41.8	47.0	26.3	26.3	22.6	29.6	29.6	25.7	32.1	28.8
Incr Delay (d2), s/veh	16.8	9.5	17.4	12.0	4.8	9.2	2.7	4.4	4.5	0.4	1.7	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	6.2	12.5	13.4	4.3	6.0	6.8	4.2	12.2	11.8	1.8	7.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	51.2	59.1	58.9	31.1	35.5	25.3	34.0	34.2	26.1	33.8	30.0
LnGrp LOS	E	D	E	E	C	D	C	C	C	C	C	C
Approach Vol, veh/h		1405			1342			1209			876	
Approach Delay, s/veh		55.7			38.3			32.4			32.4	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	53.8	16.8	38.7	18.5	46.0	18.6	36.9				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+I1), s	6.4	29.7	12.1	30.0	13.8	19.6	13.9	22.4				
Green Ext Time (p_c), s	0.0	5.1	0.1	2.9	0.1	4.0	0.1	3.8				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

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

Timings

3: Raymond Av. & SR-91 WB Ramps

07/15/2020



Lane Group	EBT	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations		↔↔	↔	↔	↑↑	↑↑↑	↔
Traffic Volume (vph)	0	222	376	304	897	796	627
Future Volume (vph)	0	222	376	304	897	796	627
Turn Type		Prot	Perm	Prot	NA	NA	Perm
Protected Phases		4		5	2	6	
Permitted Phases			4				6
Detector Phase		4	4	5	2	6	6
Switch Phase							
Minimum Initial (s)		5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)		9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)		23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)		28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)		3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode		None	None	None	C-Max	C-Max	C-Max

Intersection Summary



















Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	222	0	376	304	897	0	0	796	627
Future Volume (veh/h)	1	0	0	222	0	376	304	897	0	0	796	627
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1885	0	1796	1885	1856	0	0	1856	1841
Adj Flow Rate, veh/h				241	0	133	330	975	0	0	865	432
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				1	0	7	1	3	0	0	3	4
Cap, veh/h				419	0	183	363	2683	0	0	2539	763
Arrive On Green				0.12	0.00	0.12	0.40	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				3483	0	1522	1795	3618	0	0	5233	1521
Grp Volume(v), veh/h				241	0	133	330	975	0	0	865	432
Grp Sat Flow(s),veh/h/ln				1742	0	1522	1795	1763	0	0	1689	1521
Q Serve(g_s), s				5.2	0.0	6.7	13.8	0.0	0.0	0.0	8.2	15.8
Cycle Q Clear(g_c), s				5.2	0.0	6.7	13.8	0.0	0.0	0.0	8.2	15.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				419	0	183	363	2683	0	0	2539	763
V/C Ratio(X)				0.58	0.00	0.73	0.91	0.36	0.00	0.00	0.34	0.57
Avail Cap(c_a), veh/h				801	0	350	413	2683	0	0	2539	763
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	0.72	0.72
Uniform Delay (d), s/veh				33.3	0.0	33.9	23.1	0.0	0.0	0.0	12.0	13.9
Incr Delay (d2), s/veh				1.2	0.0	5.4	18.3	0.3	0.0	0.0	0.3	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	0.0	5.8	6.0	0.1	0.0	0.0	2.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.5	0.0	39.3	41.4	0.3	0.0	0.0	12.3	16.1
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					374			1305			1297	
Approach Delay, s/veh					36.2			10.7			13.5	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		65.8		14.2	20.8	45.0						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		8.7	15.8	17.8						
Green Ext Time (p_c), s		8.1		0.9	0.3	5.5						
Intersection Summary												
HCM 6th Ctrl Delay				15.1								
HCM 6th LOS				B								

Timings

4: Raymond Av. & SR-91 EB Ramps

07/15/2020



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	432	4	768	222	289	729
Future Volume (vph)	432	4	768	222	289	729
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	36.0	36.0	27.0	27.0	17.0	44.0
Total Split (%)	45.0%	45.0%	33.8%	33.8%	21.3%	55.0%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80

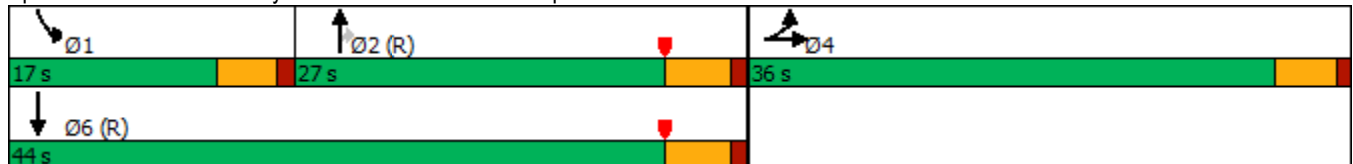
Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 80



















Control Type: Actuated-Coordinated

Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 4: Raymond Av. & SR-91 EB Ramps

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	4	501	0	0	0	0	768	222	289	729	0
Future Volume (veh/h)	432	4	501	0	0	0	0	768	222	289	729	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	907	1885				0	1885	1870	1811	1885	0
Adj Flow Rate, veh/h	372	113	291				0	800	150	301	759	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	67	1				0	1	2	6	1	0
Cap, veh/h	677	88	227				0	1422	436	267	1751	0
Arrive On Green	0.39	0.39	0.39				0.00	0.28	0.28	0.31	0.98	0.00
Sat Flow, veh/h	1725	225	578				0	5316	1579	1725	3676	0
Grp Volume(v), veh/h	372	0	404				0	800	150	301	759	0
Grp Sat Flow(s),veh/h/ln	1725	0	803				0	1716	1579	1725	1791	0
Q Serve(g_s), s	13.4	0.0	31.4				0.0	10.7	6.1	12.4	0.7	0.0
Cycle Q Clear(g_c), s	13.4	0.0	31.4				0.0	10.7	6.1	12.4	0.7	0.0
Prop In Lane	1.00		0.72				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	677	0	315				0	1422	436	267	1751	0
V/C Ratio(X)	0.55	0.00	1.28				0.00	0.56	0.34	1.13	0.43	0.00
Avail Cap(c_a), veh/h	677	0	315				0	1422	436	267	1751	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	18.8	0.0	24.3				0.0	24.8	23.2	27.6	0.5	0.0
Incr Delay (d2), s/veh	1.1	0.0	149.0				0.0	1.6	2.1	90.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	18.2				0.0	4.2	2.4	10.6	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	173.3				0.0	26.4	25.3	118.4	1.2	0.0
LnGrp LOS	B	A	F				A	C	C	F	A	A
Approach Vol, veh/h		776						950			1060	
Approach Delay, s/veh		99.7						26.2			34.5	
Approach LOS		F						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.0	27.0	36.0	44.0								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	12.4	22.1	31.4	39.1								
Max Q Clear Time (g_c+I1), s	14.4	12.7	33.4	2.7								
Green Ext Time (p_c), s	0.0	4.9	0.0	8.2								
Intersection Summary												
HCM 6th Ctrl Delay			49.8									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th TWSC
5: Acacia Av. & Kimberly Av.

07/15/2020

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	21	51	21	11	28	10	17	257	17	37	310	15
Future Vol, veh/h	21	51	21	11	28	10	17	257	17	37	310	15
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	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	5	6	5	11	4	0	7	13	13	9	5	7
Mvmt Flow	25	60	25	13	33	12	20	302	20	44	365	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	670	824	192	653	823	161	383	0	0	322	0	0
Stage 1	462	462	-	352	352	-	-	-	-	-	-	-
Stage 2	208	362	-	301	471	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.62	7	7.72	6.58	6.9	4.24	-	-	4.28	-	-
Critical Hdwy Stg 1	6.6	5.62	-	6.72	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.62	-	6.72	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.06	3.35	3.61	4.04	3.3	2.27	-	-	2.29	-	-
Pot Cap-1 Maneuver	*428	352	808	429	357	*1006	1137	-	-	1329	-	-
Stage 1	*541	553	-	766	720	-	-	-	-	-	-	-
Stage 2	*936	708	-	659	553	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*377	335	808	345	339	*1006	1137	-	-	1329	-	-
Mov Cap-2 Maneuver	*377	335	-	345	339	-	-	-	-	-	-	-
Stage 1	*531	535	-	752	707	-	-	-	-	-	-	-
Stage 2	*867	695	-	548	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	15	0.5	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	377	404	345	411	1329	-	-
HCM Lane V/C Ratio	0.018	-	-	0.066	0.21	0.038	0.109	0.033	-	-
HCM Control Delay (s)	8.2	-	-	15.2	16.3	15.8	14.8	7.8	-	-
HCM Lane LOS	A	-	-	C	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0.1	0.4	0.1	-	-

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

Timings

6: Acacia Av. & Orangethorpe Av.

08/27/2020

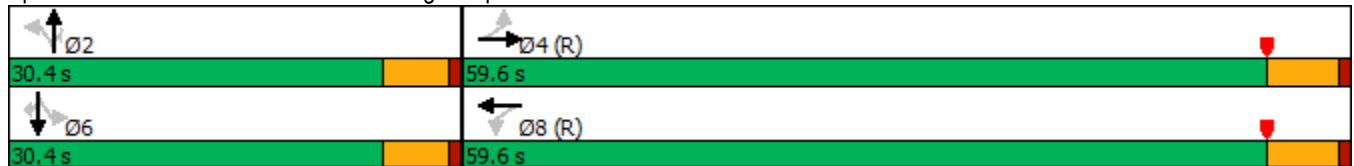


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	104	1213	110	927	74	93	104	108	122	136
Future Volume (vph)	104	1213	110	927	74	93	104	108	122	136
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	59.6	59.6	59.6	59.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	66.2%	66.2%	66.2%	66.2%	33.8%	33.8%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

























Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	104	1213	122	110	927	68	74	93	104	108	122	136
Future Volume (veh/h)	104	1213	122	110	927	68	74	93	104	108	122	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		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	1707	1856	1885	1870	1841	1678	1900	1885	1841	1752	1900	1826
Adj Flow Rate, veh/h	113	1318	132	120	1008	67	80	101	46	117	133	63
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, %	13	3	1	2	4	15	0	1	4	10	0	5
Cap, veh/h	373	3246	325	291	3339	222	224	343	280	238	346	279
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	479	4679	469	367	4814	319	1199	1885	1539	1162	1900	1535
Grp Volume(v), veh/h	113	951	499	120	701	374	80	101	46	117	133	63
Grp Sat Flow(s),veh/h/ln	479	1689	1771	367	1675	1783	1199	1885	1539	1162	1900	1535
Q Serve(g_s), s	10.8	10.8	10.8	18.6	7.3	7.3	5.7	4.2	2.3	8.7	5.5	3.2
Cycle Q Clear(g_c), s	18.1	10.8	10.8	29.4	7.3	7.3	11.2	4.2	2.3	12.9	5.5	3.2
Prop In Lane	1.00		0.26	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	2343	1228	291	2324	1237	224	343	280	238	346	279
V/C Ratio(X)	0.30	0.41	0.41	0.41	0.30	0.30	0.36	0.29	0.16	0.49	0.38	0.23
Avail Cap(c_a), veh/h	373	2343	1228	291	2324	1237	339	524	428	349	528	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	5.9	5.9	12.2	5.3	5.3	37.3	31.8	31.0	37.4	32.4	31.4
Incr Delay (d2), s/veh	0.8	0.2	0.4	4.3	0.3	0.6	1.0	0.5	0.3	1.6	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.8	3.0	1.6	1.9	2.1	1.7	1.9	0.8	2.5	2.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	6.1	6.3	16.4	5.7	6.0	38.3	32.3	31.3	39.0	33.1	31.8
LnGrp LOS	A	A	A	B	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1563			1195			227			313	
Approach Delay, s/veh		6.4			6.8			34.2			35.0	
Approach LOS		A			A			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.8		68.2		21.8		68.2				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		53.8		25.0		53.8				
Max Q Clear Time (g_c+I1), s		13.2		20.1		14.9		31.4				
Green Ext Time (p_c), s		0.7		14.0		0.9		9.3				
Intersection Summary												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↘ ↑↑↑			↔					
Traffic Vol, veh/h	0	1424	0	0	1104	0	0	0	0	0	0	0
Future Vol, veh/h	0	1424	0	0	1104	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1548	0	0	1200	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	1548	0	0	2028	2748	774
Stage 1	-	-	-	-	-	-	1548	1548	-
Stage 2	-	-	-	-	-	-	480	1200	-
Critical Hdwy	-	-	-	5.3	-	-	5.7	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6	5.5	-
Follow-up Hdwy	-	-	-	3.1	-	-	3.8	4	3.9
Pot Cap-1 Maneuver	0	-	-	*744	-	-	*373	*329	*592
Stage 1	0	-	-	-	-	-	*607	*577	-
Stage 2	0	-	-	-	-	-	*696	*652	-
Platoon blocked, %	-	-	-	1	-	-	1	1	1
Mov Cap-1 Maneuver	-	-	-	*744	-	-	*373	*0	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-	*524	*0	-
Stage 1	-	-	-	-	-	-	*607	*0	-
Stage 2	-	-	-	-	-	-	*696	*0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	*744	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-	-
HCM Lane LOS	A	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0	-	-

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

Timings

22: State College Bl. & Chapman Av.

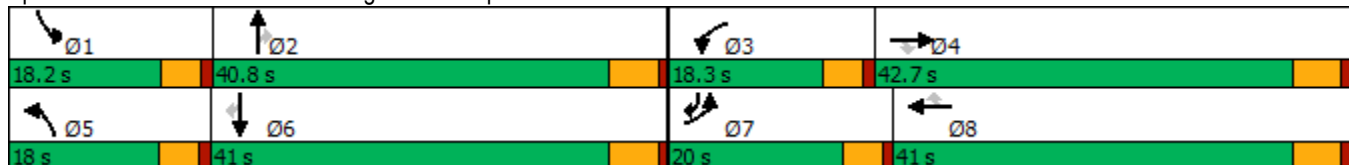
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	776	126	145	972	192	173	649	80	227	874	481
Future Volume (vph)	365	776	126	145	972	192	173	649	80	227	874	481
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

























Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 22: State College Bl. & Chapman Av.



HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	365	776	126	145	972	192	173	649	80	227	874	481
Future Volume (veh/h)	365	776	126	145	972	192	173	649	80	227	874	481
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		0.97	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	1885	1885	1826	1856	1900	1885	1900	1885	1856	1885	1885	1900
Adj Flow Rate, veh/h	380	808	106	151	1012	149	180	676	57	236	910	458
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	1	5	3	0	1	0	1	3	1	1	0
Cap, veh/h	434	1148	490	177	1070	459	204	1170	504	295	1070	670
Arrive On Green	0.12	0.32	0.32	0.10	0.30	0.30	0.11	0.33	0.33	0.08	0.30	0.30
Sat Flow, veh/h	3483	3582	1530	1767	3610	1549	1810	3582	1544	3483	3582	1570
Grp Volume(v), veh/h	380	808	106	151	1012	149	180	676	57	236	910	458
Grp Sat Flow(s),veh/h/ln	1742	1791	1530	1767	1805	1549	1810	1791	1544	1742	1791	1570
Q Serve(g_s), s	12.8	23.6	6.0	10.0	32.7	8.9	11.7	18.7	3.1	7.9	28.5	28.3
Cycle Q Clear(g_c), s	12.8	23.6	6.0	10.0	32.7	8.9	11.7	18.7	3.1	7.9	28.5	28.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	1148	490	177	1070	459	204	1170	504	295	1070	670
V/C Ratio(X)	0.88	0.70	0.22	0.85	0.95	0.32	0.88	0.58	0.11	0.80	0.85	0.68
Avail Cap(c_a), veh/h	450	1148	490	203	1079	463	204	1170	504	398	1070	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	51.2	35.5	29.6	52.7	41.0	32.6	52.1	33.3	28.0	53.5	39.3	28.0
Incr Delay (d2), s/veh	16.2	2.0	0.2	22.8	16.0	0.4	32.7	2.1	0.5	5.8	8.5	5.6
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	6.4	10.3	2.2	5.5	16.4	3.3	7.0	8.2	1.2	3.6	13.4	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.5	37.5	29.8	75.5	57.0	33.0	84.8	35.4	28.5	59.4	47.7	33.6
LnGrp LOS	E	D	C	E	E	C	F	D	C	E	D	C
Approach Vol, veh/h		1294			1312			913			1604	
Approach Delay, s/veh		45.7			56.4			44.7			45.4	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	44.3	16.6	43.6	18.0	41.0	19.4	40.7				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+1), s	9.9	20.7	12.0	25.6	13.7	30.5	14.8	34.7				
Green Ext Time (p_c), s	0.2	3.9	0.0	4.4	0.0	3.2	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			48.2									
HCM 6th LOS			D									

Timings

23: State College Bl. & Commonwealth Av.

08/14/2020

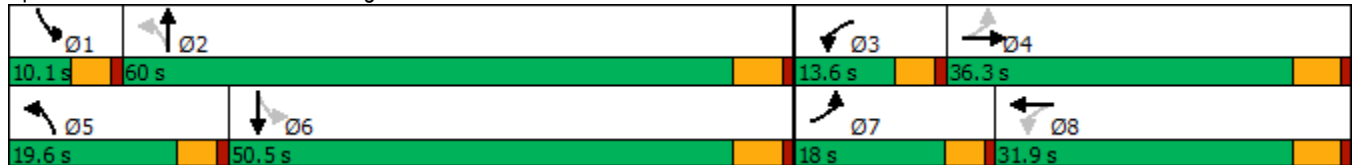


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	179	285	103	295	147	664	48	627
Future Volume (vph)	179	285	103	295	147	664	48	627
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary






















Cycle Length: 120
 Actuated Cycle Length: 105.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

08/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	285	136	103	295	26	147	664	98	48	627	262
Future Volume (veh/h)	179	285	136	103	295	26	147	664	98	48	627	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1870	1841	1900	1885	1900	1900	1856	1885
Adj Flow Rate, veh/h	192	306	84	111	317	25	158	714	99	52	674	270
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, %	1	1	2	2	2	4	0	1	0	0	3	1
Cap, veh/h	307	478	129	260	442	35	371	1668	231	403	1232	494
Arrive On Green	0.11	0.17	0.17	0.07	0.13	0.13	0.06	0.53	0.53	0.04	0.50	0.50
Sat Flow, veh/h	1795	2786	752	1781	3335	261	1810	3159	438	1810	2445	979
Grp Volume(v), veh/h	192	195	195	111	168	174	158	405	408	52	486	458
Grp Sat Flow(s),veh/h/ln	1795	1791	1747	1781	1777	1820	1810	1791	1806	1810	1763	1661
Q Serve(g_s), s	9.2	10.5	10.8	5.5	9.4	9.5	4.3	14.3	14.3	1.4	19.5	19.5
Cycle Q Clear(g_c), s	9.2	10.5	10.8	5.5	9.4	9.5	4.3	14.3	14.3	1.4	19.5	19.5
Prop In Lane	1.00		0.43	1.00		0.14	1.00		0.24	1.00		0.59
Lane Grp Cap(c), veh/h	307	307	300	260	236	241	371	945	953	403	888	837
V/C Ratio(X)	0.62	0.63	0.65	0.43	0.71	0.72	0.43	0.43	0.43	0.13	0.55	0.55
Avail Cap(c_a), veh/h	345	535	522	292	455	466	522	945	953	432	888	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	39.8	39.9	35.4	43.0	43.0	13.2	14.9	14.9	11.9	17.6	17.6
Incr Delay (d2), s/veh	1.8	2.2	2.4	0.4	4.0	4.0	0.3	1.4	1.4	0.1	2.4	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	4.6	4.7	2.3	4.3	4.4	1.6	5.7	5.8	0.5	7.9	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	42.0	42.3	35.8	47.0	47.1	13.5	16.3	16.3	12.0	20.0	20.1
LnGrp LOS	C	D	D	D	D	D	B	B	B	B	B	C
Approach Vol, veh/h		582			453			971			996	
Approach Delay, s/veh		39.7			44.3			15.8			19.6	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	60.0	11.8	23.2	11.0	57.5	15.8	19.1				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+I1), s	3.4	16.3	7.5	12.8	6.3	21.5	11.2	11.5				
Green Ext Time (p_c), s	0.0	5.5	0.0	2.0	0.1	6.2	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				26.0								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↑↑		↑↑	↑↑	
Traffic Vol, veh/h	9	42	41	29	36	50	9	717	117	5	871	12
Future Vol, veh/h	9	42	41	29	36	50	9	717	117	5	871	12
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	11	8	7	3	4	0	3	14	0	3	9
Mvmt Flow	10	46	45	32	40	55	10	788	129	5	957	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1411	1916	487	1292	1858	463	972	0	0	920	0	0
Stage 1	976	976	-	876	876	-	-	-	-	-	-	-
Stage 2	435	940	-	416	982	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.72	7.26	7.09	6.56	6.98	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.72	-	6.64	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.72	-	6.84	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4.11	3.98	3.72	4.03	3.34	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*470	*170	438	*581	*199	*792	410	-	-	*1203	-	-
Stage 1	*215	*308	-	*711	*656	-	-	-	-	-	-	-
Stage 2	*725	*644	-	*540	*323	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*376	*164	437	*434	*192	*789	409	-	-	*1200	-	-
Mov Cap-2 Maneuver*~	-178	*248	-	*357	*260	-	-	-	-	-	-	-
Stage 1	*209	*305	-	*692	*639	-	-	-	-	-	-	-
Stage 2	*617	*626	-	*407	*319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		15.9	0.1	0
HCM LOS	-	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	409	-	-	+	315	357	426	* 1200	-	-
HCM Lane V/C Ratio	0.024	-	-	-	0.29	0.089	0.222	0.005	-	-
HCM Control Delay (s)	14	-	-	-	21	16.1	15.8	8	-	-
HCM Lane LOS	B	-	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.3	0.8	0	-	-

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

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	0	0	0	45	0	27	0	815	14	11	929	0
Future Vol, veh/h	0	0	0	45	0	27	0	815	14	11	929	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	0	4	0	4	33	0	3	0
Mvmt Flow	0	0	0	49	0	29	0	886	15	12	1010	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1477	1939	505	1326	1932	455	1010	0	0	905	0	0
Stage 1	1034	1034	-	898	898	-	-	-	-	-	-	-
Stage 2	443	905	-	428	1034	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	7.05	6.5	6.98	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.8	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.7	4	3.34	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*580	*226	443	*669	*229	*741	393	-	-	*1126	-	-
Stage 1	*196	*312	-	*669	*619	-	-	-	-	-	-	-
Stage 2	*678	*619	-	*536	*312	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*552	*223	443	*661	*226	*738	393	-	-	*1122	-	-
Mov Cap-2 Maneuver	*609	*268	-	*609	*269	-	-	-	-	-	-	-
Stage 1	*196	*309	-	*667	*617	-	-	-	-	-	-	-
Stage 2	*651	*617	-	*530	*309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.3	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	393	-	-	-	652	* 1122	-
HCM Lane V/C Ratio	-	-	-	-	0.12	0.011	-
HCM Control Delay (s)	0	-	-	0	11.3	8.2	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-

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

Timings

26: State College Bl. & Orangethorpe Av.

07/15/2020

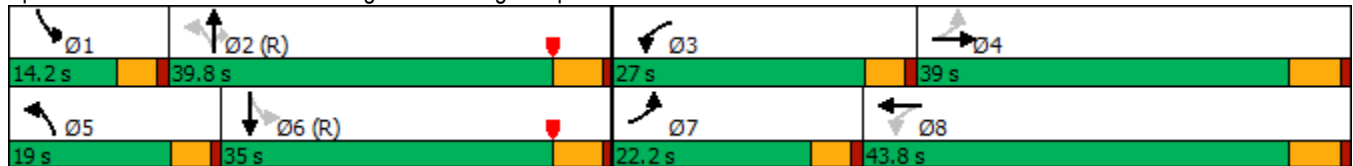


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	209	943	273	805	178	530	213	116	716
Future Volume (vph)	209	943	273	805	178	530	213	116	716
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑↑	↗	↗	↑↑↑	
Traffic Volume (veh/h)	209	943	229	273	805	72	178	530	213	116	716	125
Future Volume (veh/h)	209	943	229	273	805	72	178	530	213	116	716	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1826	1781	1856	1900	1826	1856	1885	1781	1870	1885
Adj Flow Rate, veh/h	215	972	191	281	830	62	184	546	148	120	738	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	5	8	3	0	5	3	1	8	2	1
Cap, veh/h	336	1106	217	310	1404	104	345	1313	581	346	1561	237
Arrive On Green	0.10	0.26	0.26	0.14	0.29	0.29	0.08	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1781	4245	832	1697	4808	358	1739	3526	1560	1697	4472	679
Grp Volume(v), veh/h	215	773	390	281	582	310	184	546	148	120	560	291
Grp Sat Flow(s),veh/h/ln	1781	1689	1700	1697	1689	1789	1739	1763	1560	1697	1702	1747
Q Serve(g_s), s	10.5	26.3	26.4	14.1	17.7	17.8	8.0	13.8	7.9	5.4	15.4	15.6
Cycle Q Clear(g_c), s	10.5	26.3	26.4	14.1	17.7	17.8	8.0	13.8	7.9	5.4	15.4	15.6
Prop In Lane	1.00		0.49	1.00		0.20	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	336	880	443	310	986	522	345	1313	581	346	1188	610
V/C Ratio(X)	0.64	0.88	0.88	0.91	0.59	0.59	0.53	0.42	0.25	0.35	0.47	0.48
Avail Cap(c_a), veh/h	411	934	470	395	1069	566	407	1313	581	379	1188	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	42.5	42.6	29.5	36.3	36.4	22.9	28.0	26.1	23.1	30.4	30.5
Incr Delay (d2), s/veh	1.2	9.2	16.8	17.0	0.7	1.3	0.5	1.0	1.0	0.2	1.3	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	4.4	11.7	12.7	6.9	7.1	7.7	3.2	5.9	3.0	2.1	6.4	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	51.7	59.4	46.6	37.0	37.7	23.4	28.9	27.1	23.3	31.8	33.2
LnGrp LOS	C	D	E	D	D	D	C	C	C	C	C	C
Approach Vol, veh/h		1378			1173			878			971	
Approach Delay, s/veh		50.5			39.5			27.4			31.1	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	50.1	21.0	37.1	14.7	47.3	17.2	40.8				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0				
Max Q Clear Time (g_c+I1), s	7.4	15.8	16.1	28.4	10.0	17.6	12.5	19.8				
Green Ext Time (p_c), s	0.0	3.8	0.2	2.8	0.1	4.1	0.1	5.1				
Intersection Summary												
HCM 6th Ctrl Delay			38.7									
HCM 6th LOS			D									

Timings

27: State College Bl. & SR-91 WB Ramps

07/15/2020

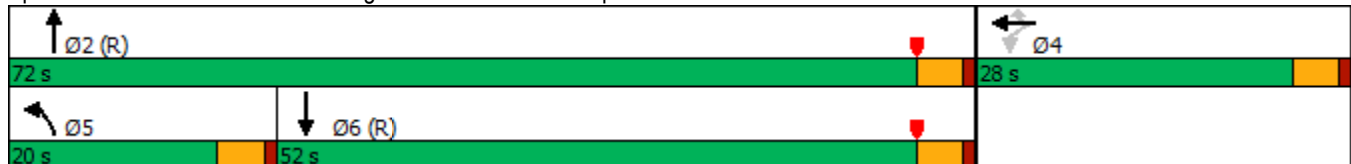


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↔	↷	↶↷	↑↑↑	↑↑↑
Traffic Volume (vph)	179	0	172	248	794	866
Future Volume (vph)	179	0	172	248	794	866
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 27: State College Bl. & SR-91 WB Ramps

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	0	0	0	179	0	172	248	794	0	0	866	767
Future Volume (veh/h)	0	0	0	179	0	172	248	794	0	0	866	767
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1737	1870	1841	0	0	1856	1856
Adj Flow Rate, veh/h				221	0	71	261	836	0	0	912	667
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	11	2	4	0	0	3	3
Cap, veh/h				318	0	129	343	4131	0	0	2289	1041
Arrive On Green				0.09	0.00	0.09	0.03	0.27	0.00	0.00	0.68	0.68
Sat Flow, veh/h				3619	0	1472	3456	5191	0	0	3544	1535
Grp Volume(v), veh/h				221	0	71	261	836	0	0	912	667
Grp Sat Flow(s),veh/h/ln				1810	0	1472	1728	1675	0	0	1689	1535
Q Serve(g_s), s				5.9	0.0	4.6	7.5	12.8	0.0	0.0	11.9	24.7
Cycle Q Clear(g_c), s				5.9	0.0	4.6	7.5	12.8	0.0	0.0	11.9	24.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				318	0	129	343	4131	0	0	2289	1041
V/C Ratio(X)				0.69	0.00	0.55	0.76	0.20	0.00	0.00	0.40	0.64
Avail Cap(c_a), veh/h				850	0	346	536	4131	0	0	2289	1041
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				44.3	0.0	43.7	47.2	11.2	0.0	0.0	7.1	9.2
Incr Delay (d2), s/veh				2.7	0.0	3.6	3.2	0.1	0.0	0.0	0.4	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	3.9	3.5	5.7	0.0	0.0	3.6	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.0	0.0	47.3	50.4	11.3	0.0	0.0	7.5	11.3
LnGrp LOS				D	A	D	D	B	A	A	A	B
Approach Vol, veh/h					292			1097			1579	
Approach Delay, s/veh					47.1			20.6			9.1	
Approach LOS					D			C			A	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		86.7		13.3	14.4	72.3						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+11), s		14.8		7.9	9.5	26.7						
Green Ext Time (p_c), s		9.8		0.9	0.4	14.4						

Intersection Summary

HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings

28: State College Bl. & SR-91 EB Ramps

07/15/2020

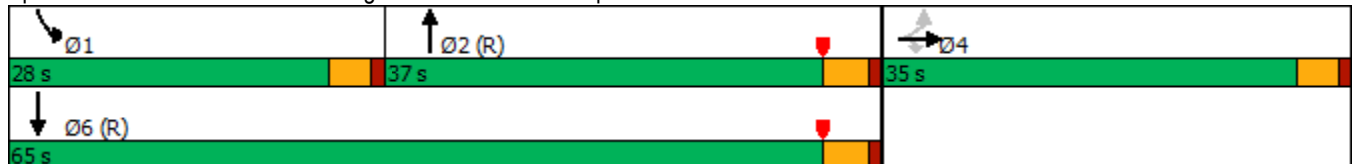


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	423	9	256	619	368	677
Future Volume (vph)	423	9	256	619	368	677
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary





















Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 28: State College Bl. & SR-91 EB Ramps

07/15/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	423	9	256	0	0	0	0	619	171	368	677	0
Future Volume (veh/h)	423	9	256	0	0	0	0	619	171	368	677	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	1693	1900				0	1856	1870	1856	1856	0
Adj Flow Rate, veh/h	475	0	59				0	652	146	387	713	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	14	0				0	3	2	3	3	0
Cap, veh/h	588	0	272				0	2339	515	468	3768	0
Arrive On Green	0.17	0.00	0.17				0.00	0.57	0.57	0.27	1.00	0.00
Sat Flow, veh/h	3478	0	1610				0	4304	911	3428	5233	0
Grp Volume(v), veh/h	475	0	59				0	530	268	387	713	0
Grp Sat Flow(s),veh/h/ln	1739	0	1610				0	1689	1670	1714	1689	0
Q Serve(g_s), s	13.1	0.0	3.2				0.0	8.1	8.3	10.6	0.0	0.0
Cycle Q Clear(g_c), s	13.1	0.0	3.2				0.0	8.1	8.3	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.55	1.00		0.00
Lane Grp Cap(c), veh/h	588	0	272				0	1910	944	468	3768	0
V/C Ratio(X)	0.81	0.00	0.22				0.00	0.28	0.28	0.83	0.19	0.00
Avail Cap(c_a), veh/h	1071	0	496				0	1910	944	816	3768	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	40.0	0.0	35.8				0.0	11.2	11.2	35.3	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.4				0.0	0.4	0.8	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	1.3				0.0	2.8	3.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	36.2				0.0	11.6	12.0	38.2	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		534						798			1100	
Approach Delay, s/veh		42.0						11.7			13.5	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.8	61.0	21.1	78.9								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	12.6	10.3	15.1	2.0								
Green Ext Time (p_c), s	1.0	7.1	1.8	8.0								

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

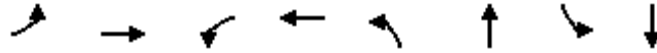
Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

29: Placentia Av. & Kimberly Av.

07/15/2020

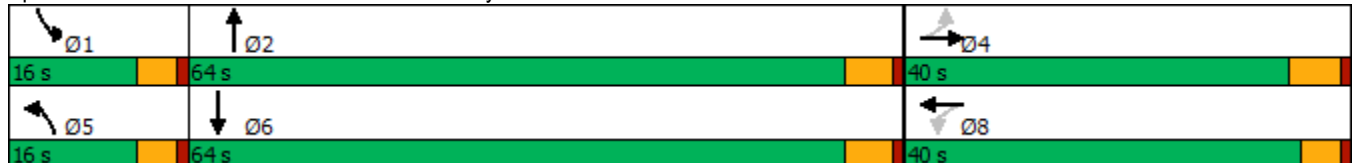


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	109	19	103	19	25	617	34	678
Future Volume (vph)	109	19	103	19	25	617	34	678
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 29: Placentia Av. & Kimberly Av.

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Traffic Volume (veh/h)	109	19	47	103	19	55	25	617	58	34	678	107
Future Volume (veh/h)	109	19	47	103	19	55	25	617	58	34	678	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1722	1870	1900	1900	1559	1900	1870	1900	1885	1663
Adj Flow Rate, veh/h	114	20	31	107	20	26	26	643	54	35	706	105
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	6	12	2	0	0	23	0	2	0	1	16
Cap, veh/h	230	87	135	227	103	133	39	2206	185	59	2065	307
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.65	0.65	0.03	0.66	0.66
Sat Flow, veh/h	1327	639	991	1351	750	975	1485	3371	283	1810	3127	465
Grp Volume(v), veh/h	114	0	51	107	0	46	26	344	353	35	404	407
Grp Sat Flow(s),veh/h/ln	1327	0	1630	1351	0	1725	1485	1805	1849	1810	1791	1801
Q Serve(g_s), s	7.5	0.0	2.5	6.9	0.0	2.1	1.6	7.3	7.3	1.7	8.9	8.9
Cycle Q Clear(g_c), s	9.6	0.0	2.5	9.4	0.0	2.1	1.6	7.3	7.3	1.7	8.9	8.9
Prop In Lane	1.00		0.61	1.00		0.57	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	230	0	223	227	0	236	39	1181	1210	59	1182	1189
V/C Ratio(X)	0.49	0.00	0.23	0.47	0.00	0.20	0.66	0.29	0.29	0.60	0.34	0.34
Avail Cap(c_a), veh/h	556	0	623	577	0	682	189	1181	1210	230	1182	1189
HCM Platoon Ratio	1.00	1.00	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	38.5	0.0	34.4	38.6	0.0	34.3	43.2	6.6	6.6	42.7	6.7	6.7
Incr Delay (d2), s/veh	1.6	0.0	0.5	1.5	0.0	0.4	6.8	0.6	0.6	3.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.0	2.4	0.0	0.9	0.6	2.4	2.5	0.8	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	35.0	40.1	0.0	34.7	49.9	7.2	7.2	46.3	7.5	7.5
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		165			153			723				846
Approach Delay, s/veh		38.6			38.5			8.8				9.1
Approach LOS		D			D			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	64.0		18.0	7.0	64.5		18.0				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	3.7	9.3		11.6	3.6	10.9		11.4				
Green Ext Time (p_c), s	0.0	4.5		0.5	0.0	5.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

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

Timings

30: Placentia Av. & Orangethorpe Av.

07/15/2020

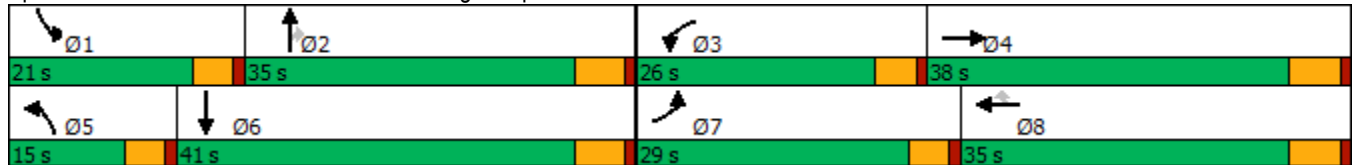


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↗	↘	↗↗	↗	↗↗	↗↗
Traffic Volume (vph)	218	975	177	689	213	68	255	139	287	298
Future Volume (vph)	218	975	177	689	213	68	255	139	287	298
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 30: Placentia Av. & Orangethorpe Av.

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗	↖↗	↑↑	
Traffic Volume (veh/h)	218	975	65	177	689	213	68	255	139	287	298	316
Future Volume (veh/h)	218	975	65	177	689	213	68	255	139	287	298	316
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		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1826	1856	1870	1811	1870	1826	1885	1856	1885	1900	1856
Adj Flow Rate, veh/h	220	985	57	179	696	0	69	258	109	290	301	253
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	5	3	2	6	2	5	1	3	1	0	3
Cap, veh/h	259	1767	102	216	1701		88	616	262	374	431	352
Arrive On Green	0.14	0.37	0.37	0.12	0.34	0.00	0.05	0.17	0.17	0.11	0.23	0.23
Sat Flow, veh/h	1795	4816	278	1781	4944	1585	1739	3582	1525	3483	1883	1542
Grp Volume(v), veh/h	220	679	363	179	696	0	69	258	109	290	288	266
Grp Sat Flow(s),veh/h/ln	1795	1662	1771	1781	1648	1585	1739	1791	1525	1742	1805	1620
Q Serve(g_s), s	10.5	14.3	14.3	8.6	9.4	0.0	3.4	5.6	5.6	7.1	12.9	13.3
Cycle Q Clear(g_c), s	10.5	14.3	14.3	8.6	9.4	0.0	3.4	5.6	5.6	7.1	12.9	13.3
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	259	1219	650	216	1701		88	616	262	374	413	370
V/C Ratio(X)	0.85	0.56	0.56	0.83	0.41		0.78	0.42	0.42	0.77	0.70	0.72
Avail Cap(c_a), veh/h	499	1219	650	434	1701		206	1208	514	651	732	657
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	22.1	22.1	37.7	22.0	0.0	41.2	32.4	32.4	38.1	31.1	31.2
Incr Delay (d2), s/veh	3.0	1.8	3.4	3.1	0.7	0.0	5.6	0.5	1.1	1.3	2.1	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	4.6	5.4	6.0	3.8	3.5	0.0	1.6	2.4	2.1	3.0	5.5	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	23.9	25.6	40.8	22.7	0.0	46.8	32.9	33.5	39.4	33.2	33.9
LnGrp LOS	D	C	C	D	C		D	C	C	D	C	C
Approach Vol, veh/h		1262			875	A		436				844
Approach Delay, s/veh		27.1			26.4			35.2				35.6
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	20.5	15.2	38.0	9.0	25.5	17.2	36.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+1), s	9.1	7.6	10.6	16.3	5.4	15.3	12.5	11.4				
Green Ext Time (p_c), s	0.3	1.8	0.2	5.7	0.0	3.2	0.2	4.3				

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

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

Timings

31: Orangethorpe Av. & SR-57 SB Ramps

07/15/2020

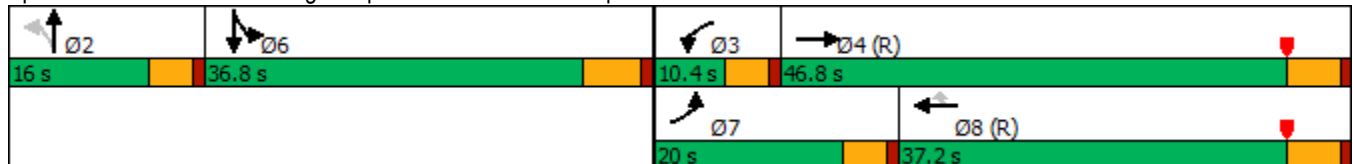


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕↕	↕↕↕	↕	↕↕↕	↕		↕↕	↕	↕↕
Traffic Volume (vph)	351	1143	25	1006	436	7	10	160	6
Future Volume (vph)	351	1143	25	1006	436	7	10	160	6
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	16.0	16.0	36.8	36.8
Total Split (%)	18.2%	42.5%	9.5%	33.8%	33.8%	14.5%	14.5%	33.5%	33.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	351	1143	7	25	1006	436	7	10	14	160	6	148
Future Volume (veh/h)	351	1143	7	25	1006	436	7	10	14	160	6	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	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	1856	1811	1900	1841	1856	1811	1900	1900	1900	1604	1900	1707
Adj Flow Rate, veh/h	369	1203	7	26	1059	0	7	11	11	151	29	129
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	6	0	4	3	6	0	0	0	20	0	13
Cap, veh/h	429	3101	18	44	2589		23	36	36	191	38	169
Arrive On Green	0.13	0.61	0.61	0.05	1.00	0.00	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	3428	5072	30	1753	5066	1535	425	667	667	1527	304	1352
Grp Volume(v), veh/h	369	782	428	26	1059	0	29	0	0	151	0	158
Grp Sat Flow(s),veh/h/ln	1714	1648	1806	1753	1689	1535	1759	0	0	1527	0	1657
Q Serve(g_s), s	11.6	13.3	13.3	1.6	0.0	0.0	1.7	0.0	0.0	10.6	0.0	10.1
Cycle Q Clear(g_c), s	11.6	13.3	13.3	1.6	0.0	0.0	1.7	0.0	0.0	10.6	0.0	10.1
Prop In Lane	1.00		0.02	1.00		1.00	0.24		0.38	1.00		0.82
Lane Grp Cap(c), veh/h	429	2015	1104	44	2589		94	0	0	191	0	207
V/C Ratio(X)	0.86	0.39	0.39	0.60	0.41		0.31	0.00	0.00	0.79	0.00	0.76
Avail Cap(c_a), veh/h	480	2015	1104	92	2589		182	0	0	430	0	467
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.75	0.75	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.2	10.9	10.9	51.7	0.0	0.0	50.1	0.0	0.0	46.7	0.0	46.6
Incr Delay (d2), s/veh	9.9	0.4	0.8	3.6	0.4	0.0	1.8	0.0	0.0	7.2	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	4.5	5.0	0.7	0.1	0.0	0.8	0.0	0.0	4.3	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	11.3	11.7	55.3	0.4	0.0	51.9	0.0	0.0	53.9	0.0	52.3
LnGrp LOS	E	B	B	E	A		D	A	A	D	A	D
Approach Vol, veh/h		1579			1085	A		29				309
Approach Delay, s/veh		22.1			1.7			51.9				53.1
Approach LOS		C			A			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	7.3	72.6		19.5	18.4	61.6				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		11.4	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		3.7	3.6	15.3		12.6	13.6	2.0				
Green Ext Time (p_c), s		0.0	0.0	8.7		1.2	0.2	8.2				

Intersection Summary

HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

32: SR-57 NB Ramps & Orangethorpe Av.

07/15/2020

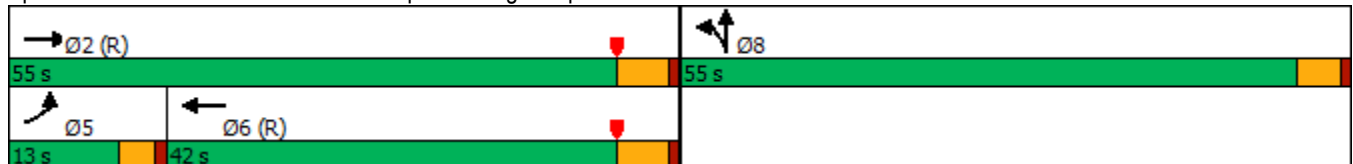


Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations	↔↔	↑↑↑	↑↑↑↔	↔↔	↔
Traffic Volume (vph)	176	1141	941	526	4
Future Volume (vph)	176	1141	941	526	4
Turn Type	Prot	NA	NA	Split	NA
Protected Phases	5	2	6	8	8
Permitted Phases					
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	21.6	21.6
Total Split (s)	13.0	55.0	42.0	55.0	55.0
Total Split (%)	11.8%	50.0%	38.2%	50.0%	50.0%
Yellow Time (s)	3.0	4.3	4.3	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 32: SR-57 NB Ramps & Orangethorpe Av.

07/15/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑		↔↔	↔				
Traffic Volume (veh/h)	176	1141	0	0	941	301	526	4	546	0	0	0
Future Volume (veh/h)	176	1141	0	0	941	301	526	4	546	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1781	1796	0	0	1826	1856	1870	1159	1856			
Adj Flow Rate, veh/h	189	1227	0	0	1012	213	566	4	399			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	8	7	0	0	5	3	2	50	3			
Cap, veh/h	243	2343	0	0	1517	319	1493	4	421			
Arrive On Green	0.15	0.96	0.00	0.00	0.37	0.37	0.43	0.43	0.43			
Sat Flow, veh/h	3291	5065	0	0	4290	867	3456	10	974			
Grp Volume(v), veh/h	189	1227	0	0	815	410	566	0	403			
Grp Sat Flow(s),veh/h/ln	1646	1635	0	0	1662	1670	1728	0	984			
Q Serve(g_s), s	6.1	2.4	0.0	0.0	22.6	22.7	12.2	0.0	43.3			
Cycle Q Clear(g_c), s	6.1	2.4	0.0	0.0	22.6	22.7	12.2	0.0	43.3			
Prop In Lane	1.00		0.00	0.00		0.52	1.00		0.99			
Lane Grp Cap(c), veh/h	243	2343	0	0	1222	614	1493	0	425			
V/C Ratio(X)	0.78	0.52	0.00	0.00	0.67	0.67	0.38	0.00	0.95			
Avail Cap(c_a), veh/h	269	2343	0	0	1222	614	1583	0	451			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.0	1.3	0.0	0.0	29.1	29.1	21.2	0.0	30.0			
Incr Delay (d2), s/veh	11.2	0.8	0.0	0.0	2.9	5.7	0.2	0.0	28.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.6	0.0	0.0	9.1	9.7	4.7	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	2.1	0.0	0.0	32.0	34.8	21.4	0.0	58.9			
LnGrp LOS	E	A	A	A	C	C	C	A	E			
Approach Vol, veh/h		1416			1225			969				
Approach Delay, s/veh		9.4			33.0			37.0				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.9			12.1	45.7		52.1				
Change Period (Y+Rc), s		5.3			4.0	5.3		4.6				
Max Green Setting (Gmax), s		49.7			9.0	36.7		50.4				
Max Q Clear Time (g_c+I1), s		4.4			8.1	24.7		45.3				
Green Ext Time (p_c), s		21.7			0.1	8.7		2.2				
Intersection Summary												
HCM 6th Ctrl Delay					24.8							
HCM 6th LOS					C							

GLC Fullerton (JN 13156)
Existing (2020) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow parameters: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis: Vol/Sat and Crit Moves.

GLC Fullerton (JN 13156)
Existing (2020) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis factors.

GLC Fullerton (JN 13156)
Existing (2020) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat and Crit Moves.

GLC Fullerton (JN 13156)
Existing (2020) Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

GLC Fullerton (JN 13156)
Existing (2020) Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

GLC Fullerton (JN 13156)
Existing (2020) Conditions
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns representing various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

APPENDIX 3.3:
EXISTING (2020) TRAFFIC SIGNAL WARRANT ANALYSIS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

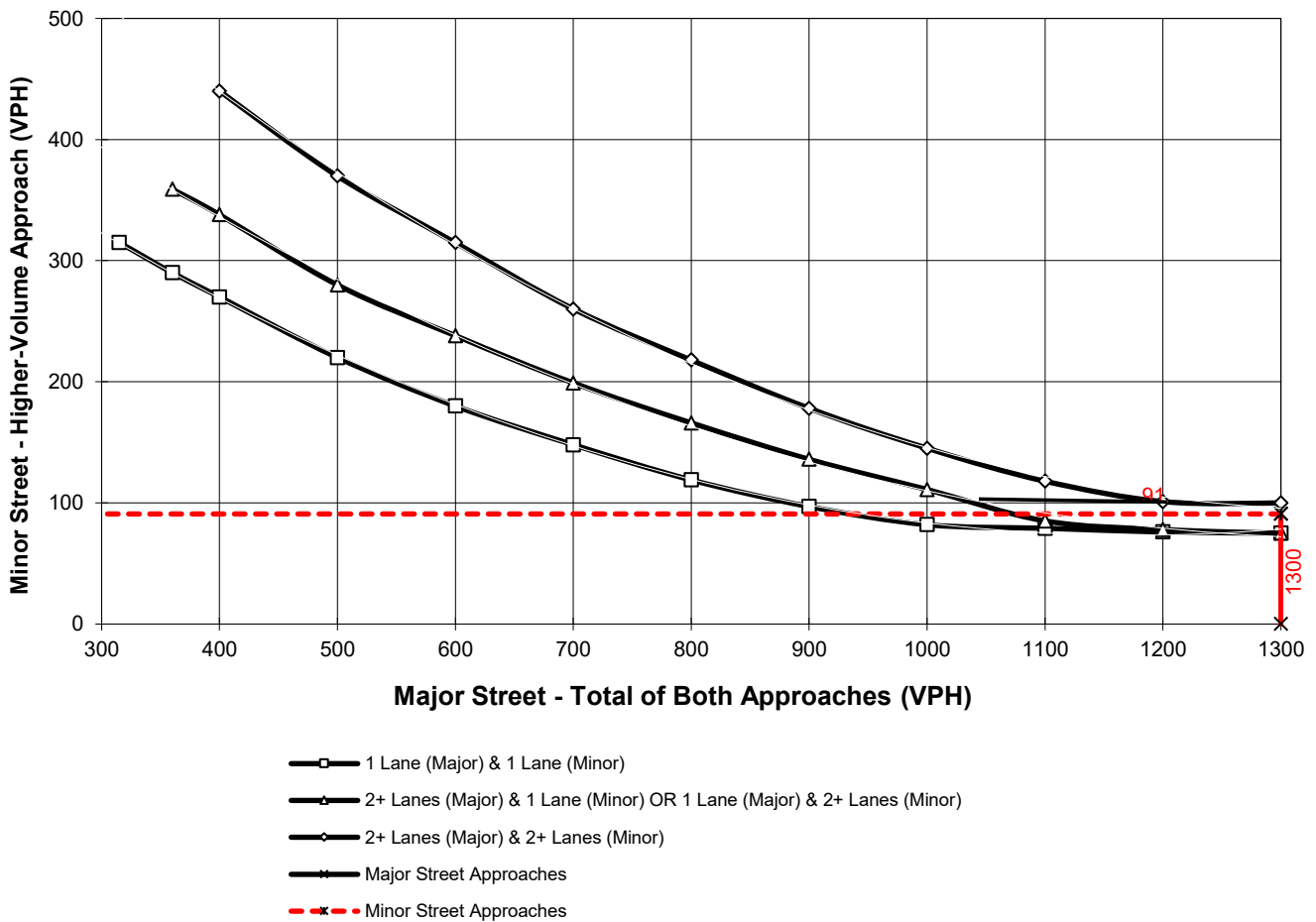
Major Street Name = **Raymond Avenue**

Total of Both Approaches (VPH) = **1721**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Kimberly Avenue**

High Volume Approach (VPH) = **91**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

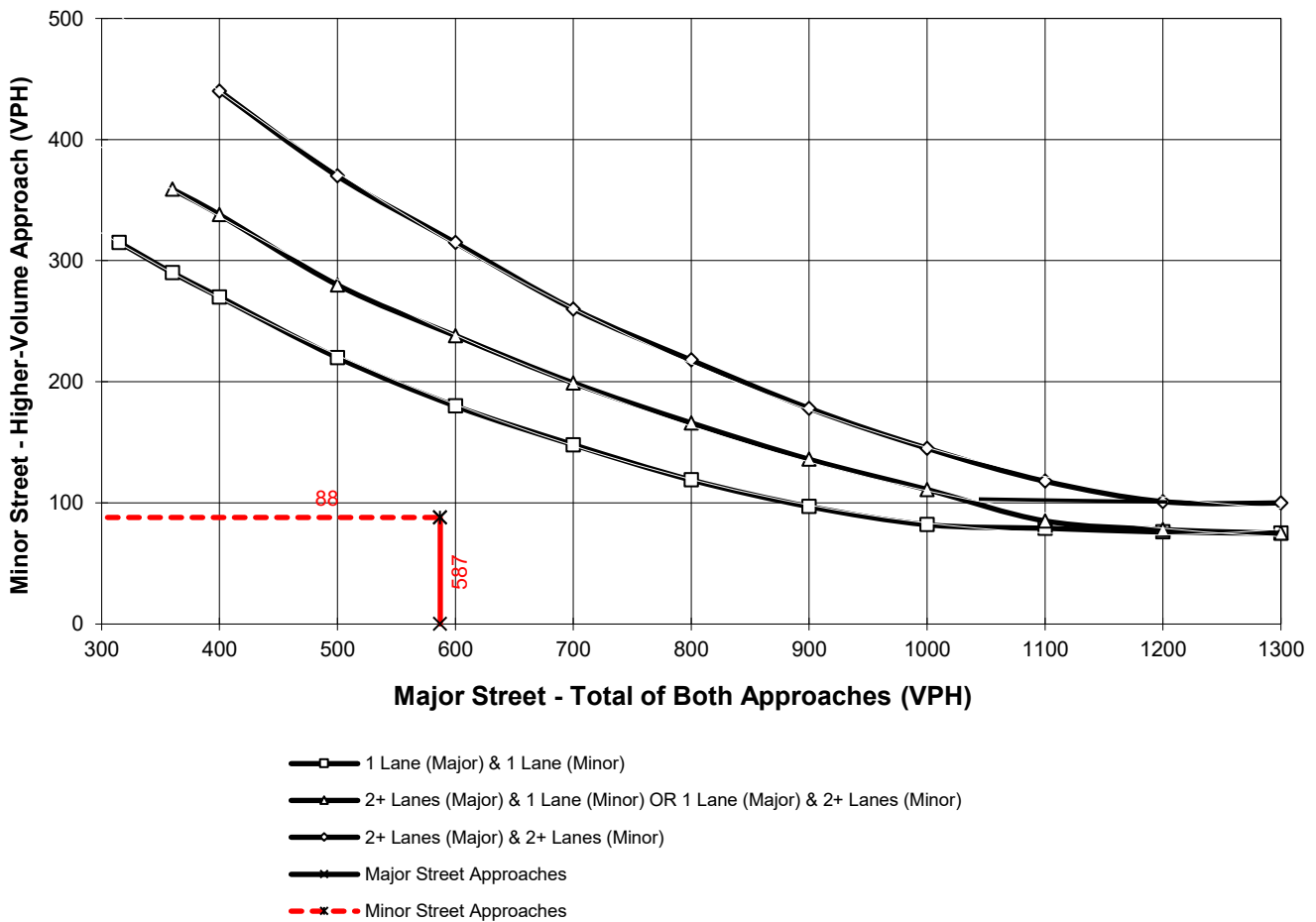
Major Street Name = **Acacia Avenue**

Total of Both Approaches (VPH) = **587**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Kimberly Avenue**

High Volume Approach (VPH) = **88**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

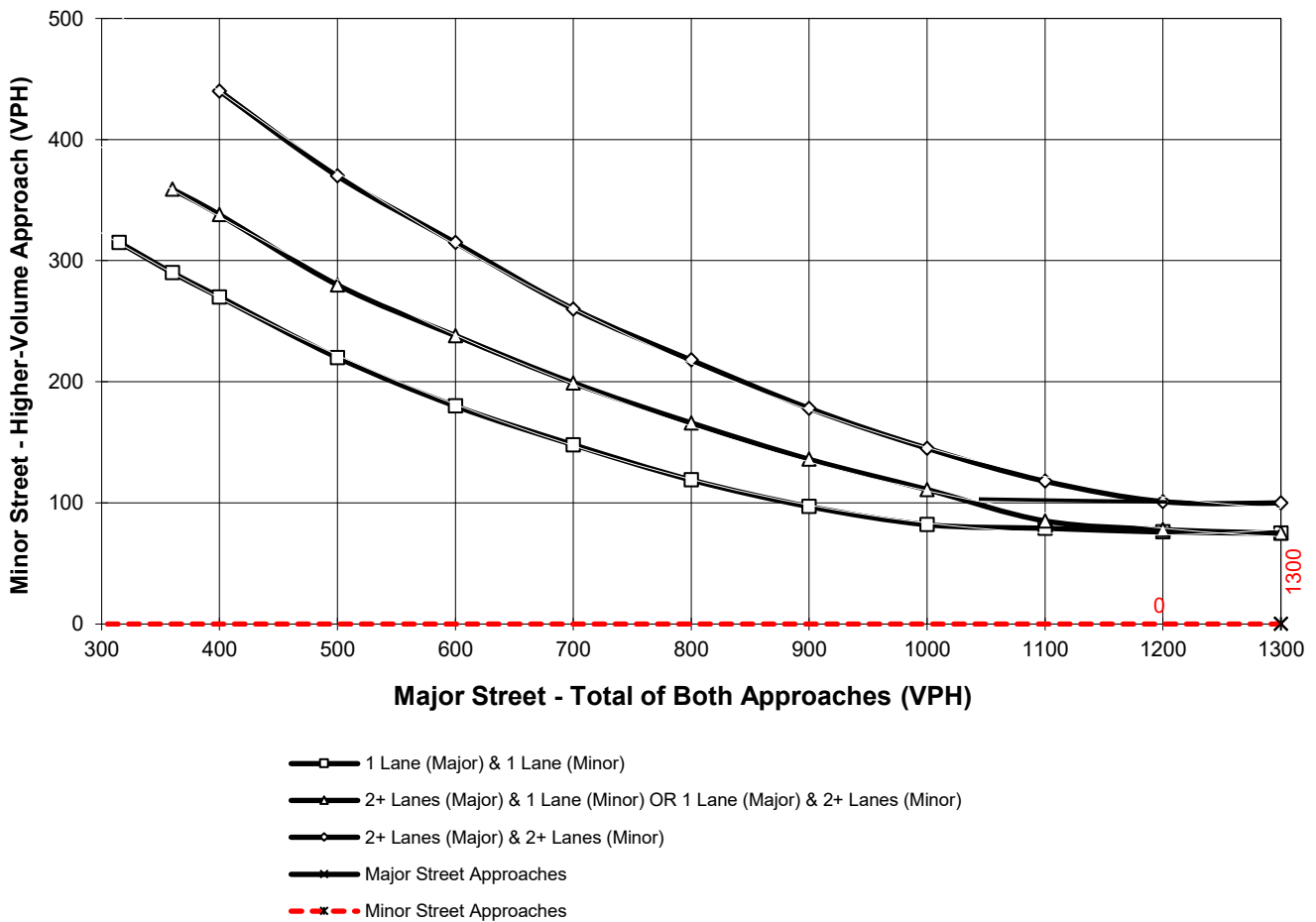
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

Major Street Name = **Orangethorpe Avenue** Total of Both Approaches (VPH) = **2425**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Driveway 6** High Volume Approach (VPH) = **0**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

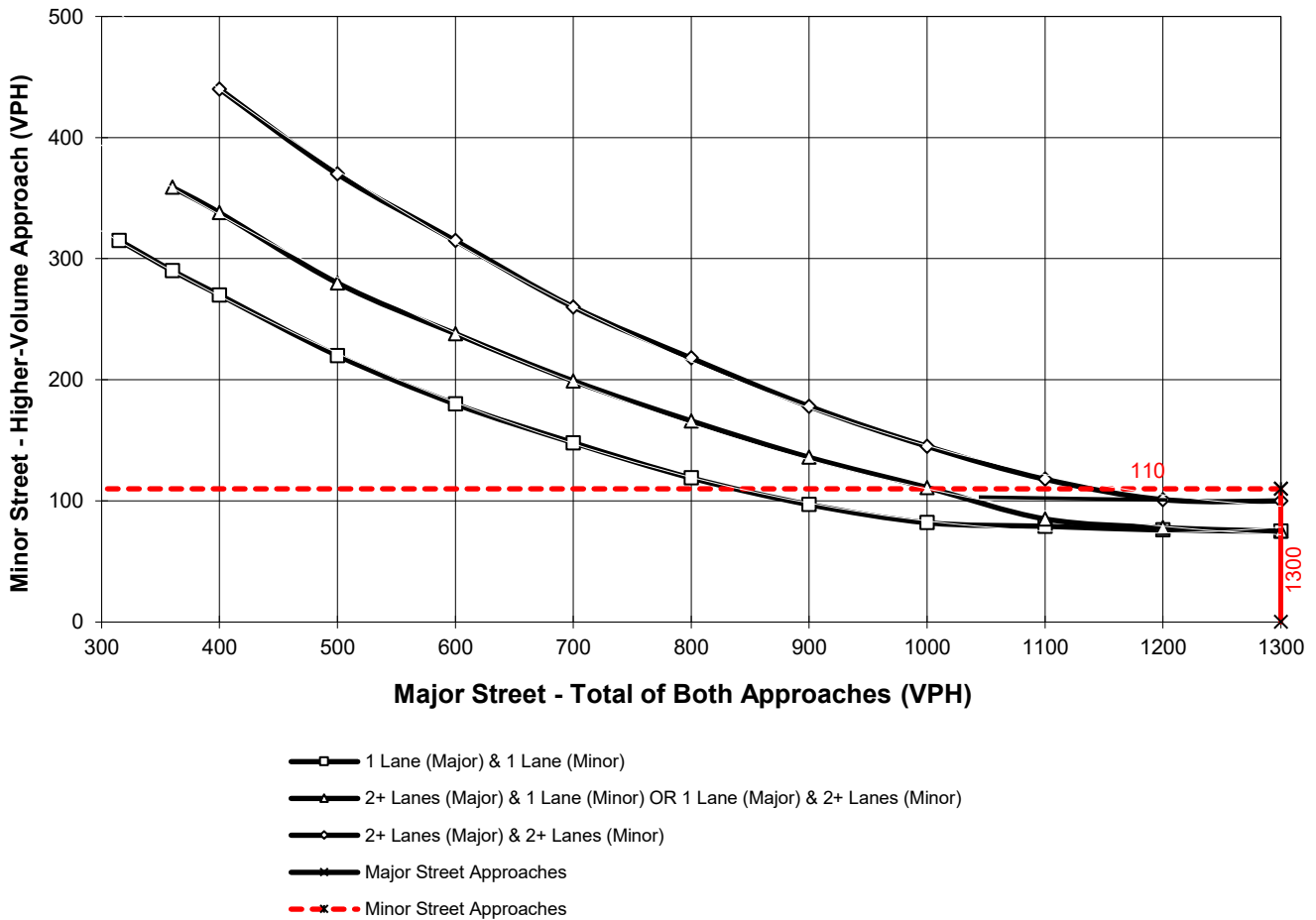
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

Major Street Name = **N State College Boulevard** Total of Both Approaches (VPH) = **1684**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Kimberly Avenue** High Volume Approach (VPH) = **110**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

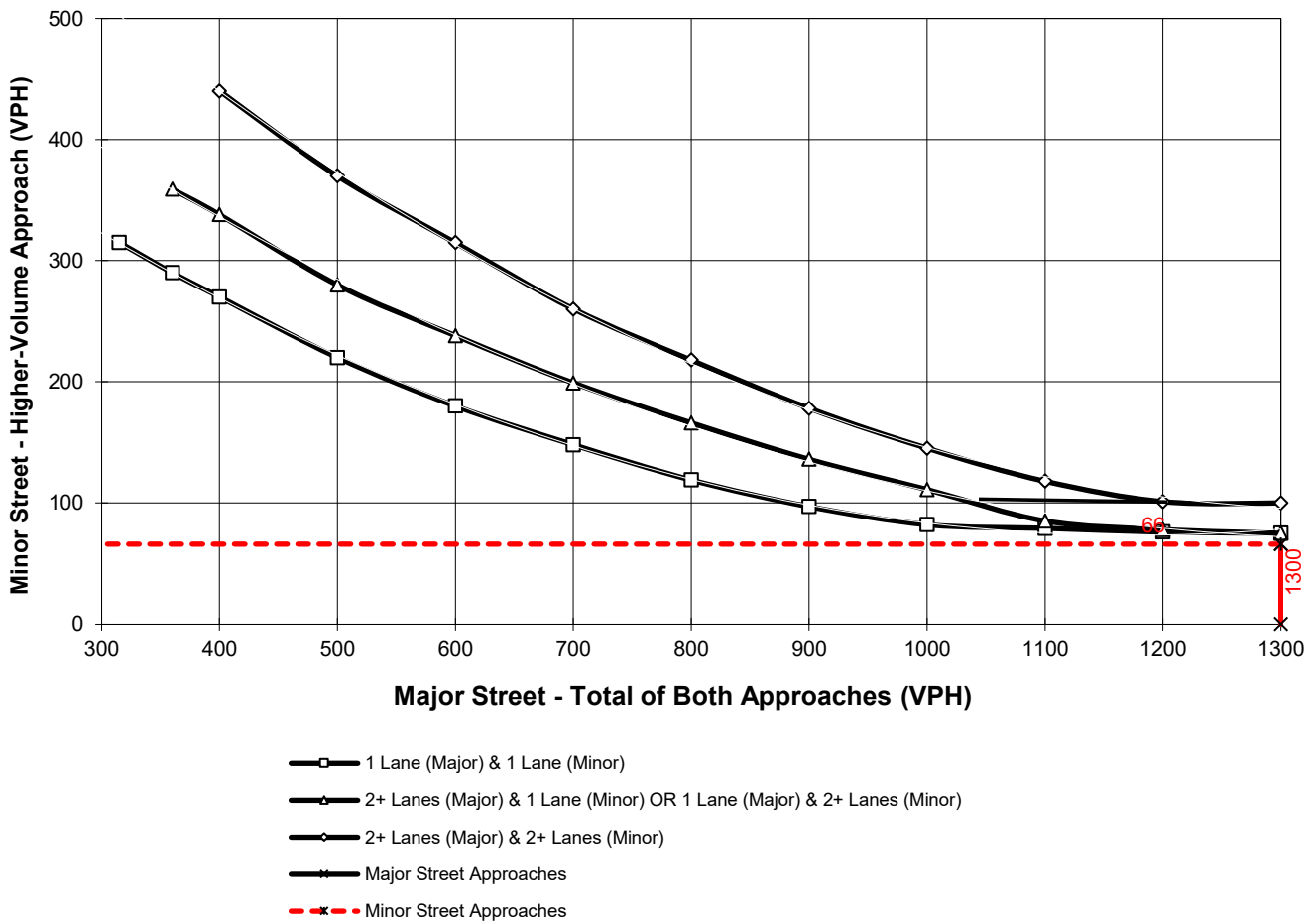
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

Major Street Name = **N State College Boulevard** Total of Both Approaches (VPH) = **1696**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Cypress Way** High Volume Approach (VPH) = **66**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



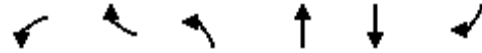
*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4:
EXISTING (2020) FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	172	467	422	1065	826	474
v/c Ratio	0.22	1.04	1.05	0.48	0.48	0.65
Control Delay	26.0	77.5	83.6	7.3	20.7	11.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	26.0	77.5	83.6	7.4	20.7	11.2
Queue Length 50th (ft)	36	~202	~245	102	114	49
Queue Length 95th (ft)	61	#384	m#362	m171	150	153
Internal Link Dist (ft)				388	1780	
Turn Bay Length (ft)		270				50
Base Capacity (vph)	767	450	402	2238	1731	726
Starvation Cap Reductn	0	0	0	239	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.04	1.05	0.53	0.48	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

4: Raymond Av. & SR-91 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	475	427	959	509	424	575
v/c Ratio	1.05	0.67	0.66	0.80	1.08	0.27
Control Delay	86.5	13.5	27.6	23.3	113.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	13.5	27.6	23.3	113.1	5.7
Queue Length 50th (ft)	~275	49	153	107	~252	42
Queue Length 95th (ft)	#464	154	197	#278	#435	56
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	453	636	1454	634	393	2107
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.67	0.66	0.80	1.08	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	166	237	238	279	743	1588
v/c Ratio	0.59	0.56	0.53	0.63	0.20	0.58
Control Delay	46.2	11.5	9.1	45.9	1.3	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	11.5	9.1	45.9	1.3	13.2
Queue Length 50th (ft)	104	10	0	71	8	184
Queue Length 95th (ft)	161	80	63	117	19	282
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	395	506	532	527	3635	2729
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.45	0.53	0.20	0.58
Intersection Summary						

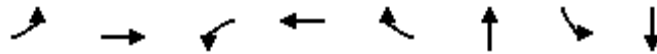


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	248	247	173	912	401	631
v/c Ratio	0.69	0.63	0.38	0.39	0.70	0.18
Control Delay	45.2	32.5	6.8	15.1	41.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	32.5	6.8	15.1	41.2	10.0
Queue Length 50th (ft)	153	117	0	101	130	51
Queue Length 95th (ft)	216	185	49	172	161	132
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	498	517	561	2311	778	3515
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.48	0.31	0.39	0.52	0.18
Intersection Summary						

Queues
31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

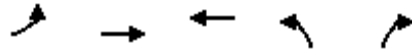
07/15/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	178	827	11	850	599	45	226	209
v/c Ratio	0.58	0.30	0.13	0.39	0.64	0.54	0.75	0.53
Control Delay	54.5	15.0	52.4	23.0	10.7	43.9	56.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	15.0	52.4	23.0	10.7	43.9	56.0	14.5
Queue Length 50th (ft)	62	105	8	147	65	7	157	28
Queue Length 95th (ft)	95	193	26	221	239	#58	225	93
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	451	2732	89	2188	938	84	429	495
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.30	0.12	0.39	0.64	0.54	0.53	0.42

Intersection Summary

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



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	143	999	1487	285	643
v/c Ratio	0.67	0.46	0.91	0.18	1.21
Control Delay	65.5	21.7	42.1	17.7	139.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	21.7	42.1	17.7	139.0
Queue Length 50th (ft)	51	174	351	59	~534
Queue Length 95th (ft)	#92	212	#431	86	#760
Internal Link Dist (ft)		518	1171		
Turn Bay Length (ft)	350			350	350
Base Capacity (vph)	217	2170	1640	1546	530
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.46	0.91	0.18	1.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

3: Raymond Av. & SR-91 WB Ramps

07/15/2020



Lane Group	EBT	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	1	241	409	330	975	865	682
v/c Ratio	no cap	0.32	0.92	0.84	0.42	0.44	0.78
Control Delay		27.3	47.3	48.5	6.1	19.5	15.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	Error	27.3	47.3	48.5	6.1	19.5	15.2
Queue Length 50th (ft)	0	51	127	176	100	119	93
Queue Length 95th (ft)	0	82	#294	m#295	m115	155	#315
Internal Link Dist (ft)	927				388	1780	
Turn Bay Length (ft)			270				50
Base Capacity (vph)	1	797	464	411	2331	1956	872
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.30	0.88	0.80	0.42	0.44	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Raymond Av. & SR-91 EB Ramps

07/15/2020



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	405	571	800	231	301	759
v/c Ratio	0.70	0.90	0.56	0.43	0.94	0.41
Control Delay	28.5	37.0	26.7	12.1	87.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	37.0	26.7	12.1	87.1	9.0
Queue Length 50th (ft)	168	207	124	32	~188	65
Queue Length 95th (ft)	269	#410	164	92	#346	83
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	635	681	1418	533	319	1863
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.84	0.56	0.43	0.94	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

27: State College Bl. & SR-91 WB Ramps

07/15/2020



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	128	123	118	261	836	1719
v/c Ratio	0.57	0.49	0.42	0.59	0.22	0.59
Control Delay	50.0	26.4	11.6	47.1	0.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	26.4	11.6	47.1	0.7	11.4
Queue Length 50th (ft)	82	37	0	65	2	182
Queue Length 95th (ft)	136	93	49	115	12	287
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	403	396	415	537	3884	2932
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.31	0.28	0.49	0.22	0.59
Intersection Summary						

Queues

28: State College Bl. & SR-91 EB Ramps

07/15/2020

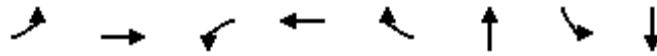


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	249	248	226	832	387	713
v/c Ratio	0.69	0.70	0.44	0.35	0.69	0.20
Control Delay	44.8	44.3	6.6	16.7	41.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	44.3	6.6	16.7	41.4	8.7
Queue Length 50th (ft)	153	153	0	105	125	44
Queue Length 95th (ft)	216	220	55	173	156	134
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	502	485	628	2378	809	3479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.51	0.36	0.35	0.48	0.20
Intersection Summary						

Queues

31: Orangethorpe Av. & SR-57 SB Ramps

07/15/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	369	1210	26	1059	459	33	151	179
v/c Ratio	0.73	0.42	0.26	0.45	0.54	0.43	0.69	0.52
Control Delay	53.4	16.0	54.2	20.3	11.1	48.2	59.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	16.0	54.2	20.3	11.1	48.2	59.2	14.4
Queue Length 50th (ft)	129	193	19	130	57	12	107	14
Queue Length 95th (ft)	173	284	m35	197	129	45	169	78
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	531	2910	104	2362	849	81	402	500
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.42	0.25	0.45	0.54	0.41	0.38	0.36

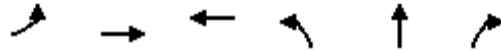
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

32: SR-57 NB Ramps & Orangethorpe Av.

07/15/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Group Flow (vph)	189	1227	1336	566	4	587
v/c Ratio	0.73	0.50	0.71	0.40	no cap	0.86
Control Delay	81.2	10.7	30.2	22.8		38.7
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay	81.2	10.7	30.2	22.8	Error	38.7
Queue Length 50th (ft)	63	73	292	128	0	305
Queue Length 95th (ft)	#131	84	351	170	0	461
Internal Link Dist (ft)		518	1171		1152	
Turn Bay Length (ft)	350			350		350
Base Capacity (vph)	258	2432	1894	1591	1	760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.50	0.71	0.36	4.00	0.77

Intersection Summary

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

APPENDIX 3.5:
EXISTING (2020) FREEWAY FACILITY ANALYSIS WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943	7790		9548		0.82		62.8		31.0		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	7790	655	9600	2100	0.81	0.31	66.0	60.0	29.5	33.1	D

Segment 3: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943	7115		9548		0.75		65.3		27.2		D

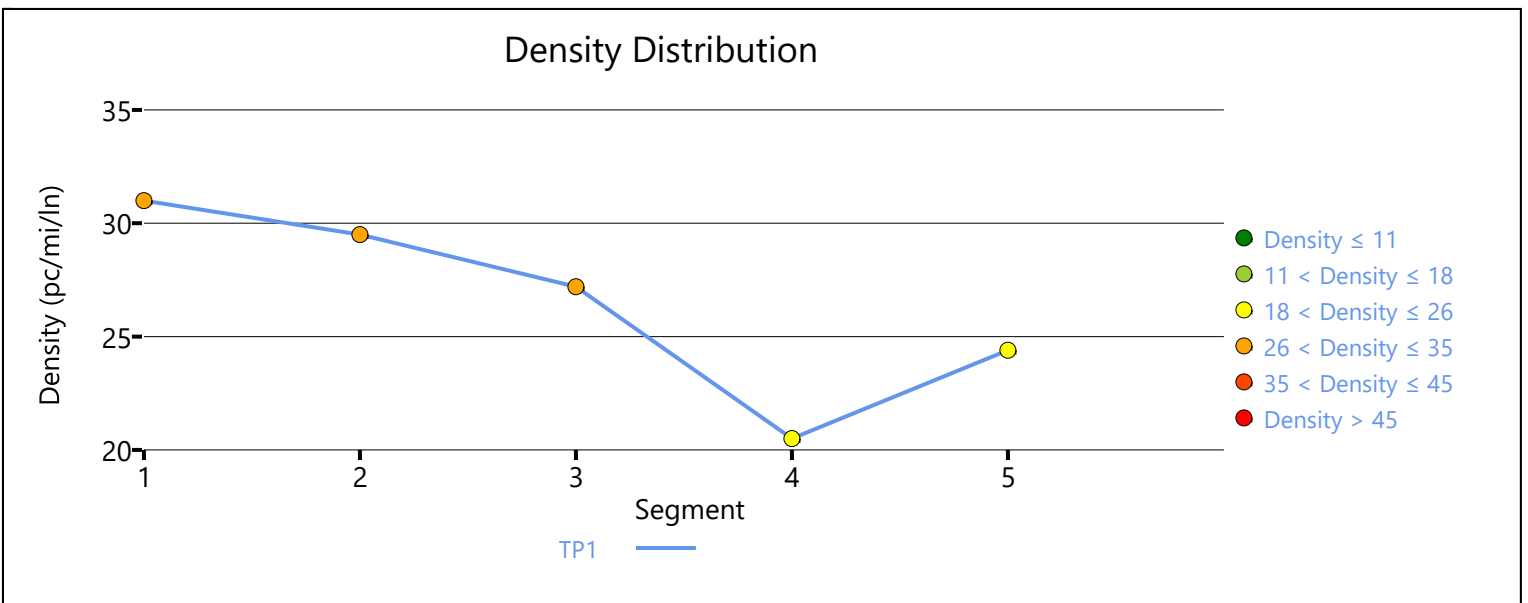
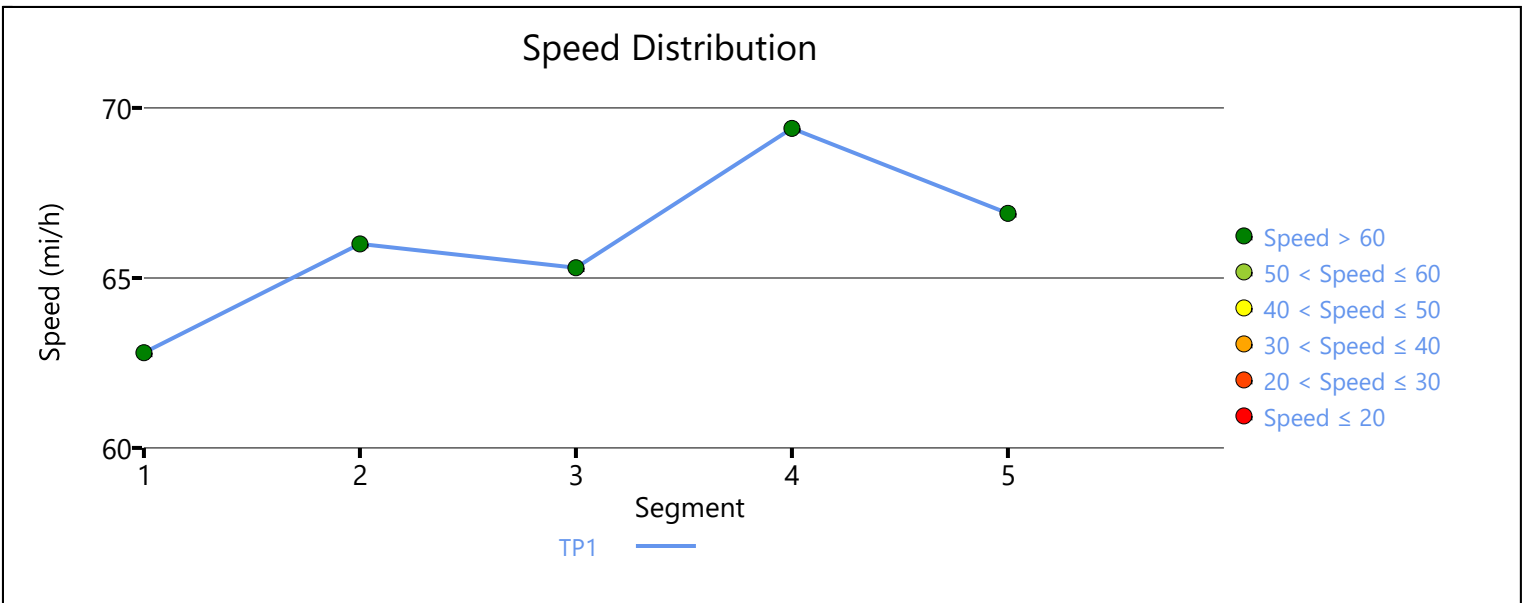
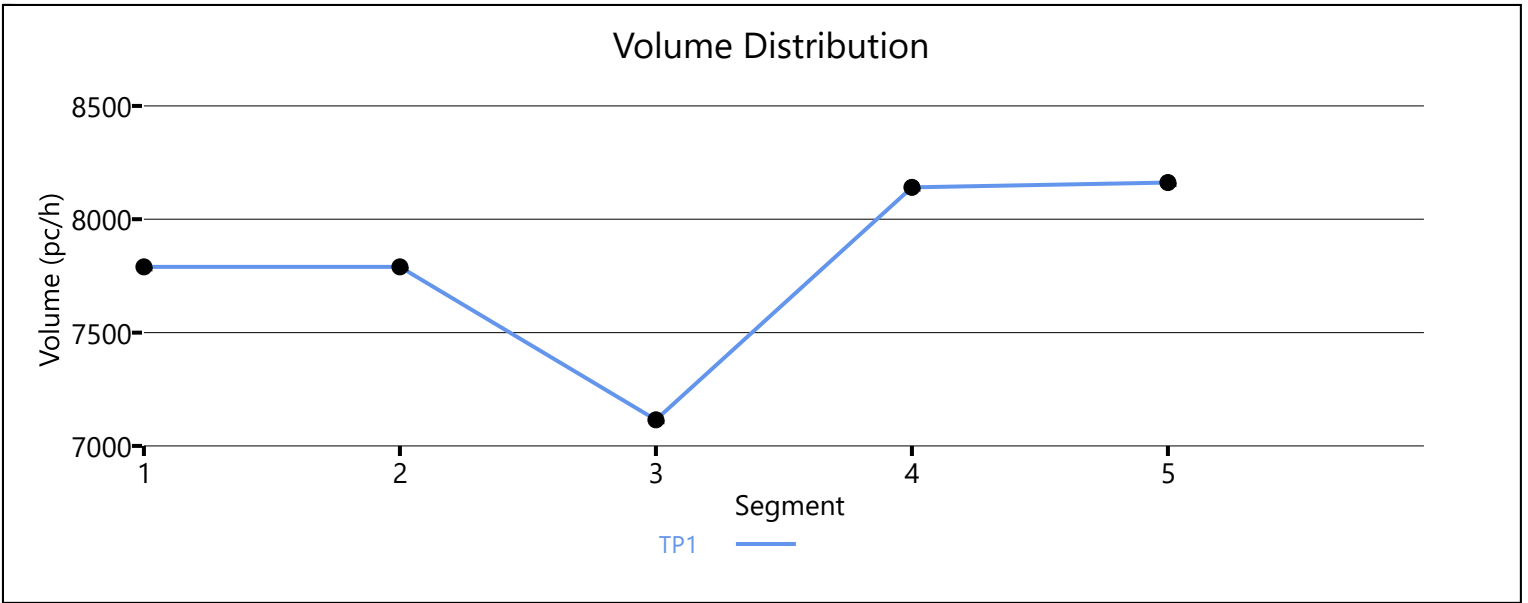
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	8141	1026	12000	2100	0.59	0.49	69.4	-	20.5	-	C

Segment 5: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943	8162		11935		0.68		66.9		24.4		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	66.0	26.1	24.5	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		66.0	Density, veh/mi/ln		24.5
Average Travel Time, min		1.7	Density, pc/mi/ln		26.1



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		8685		9548		0.91		58.4		37.2		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.943	8685	693	9600	2100	0.90	0.33	65.6	59.9	33.1	37.0	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		7980		9548		0.84		62.0		32.2		D

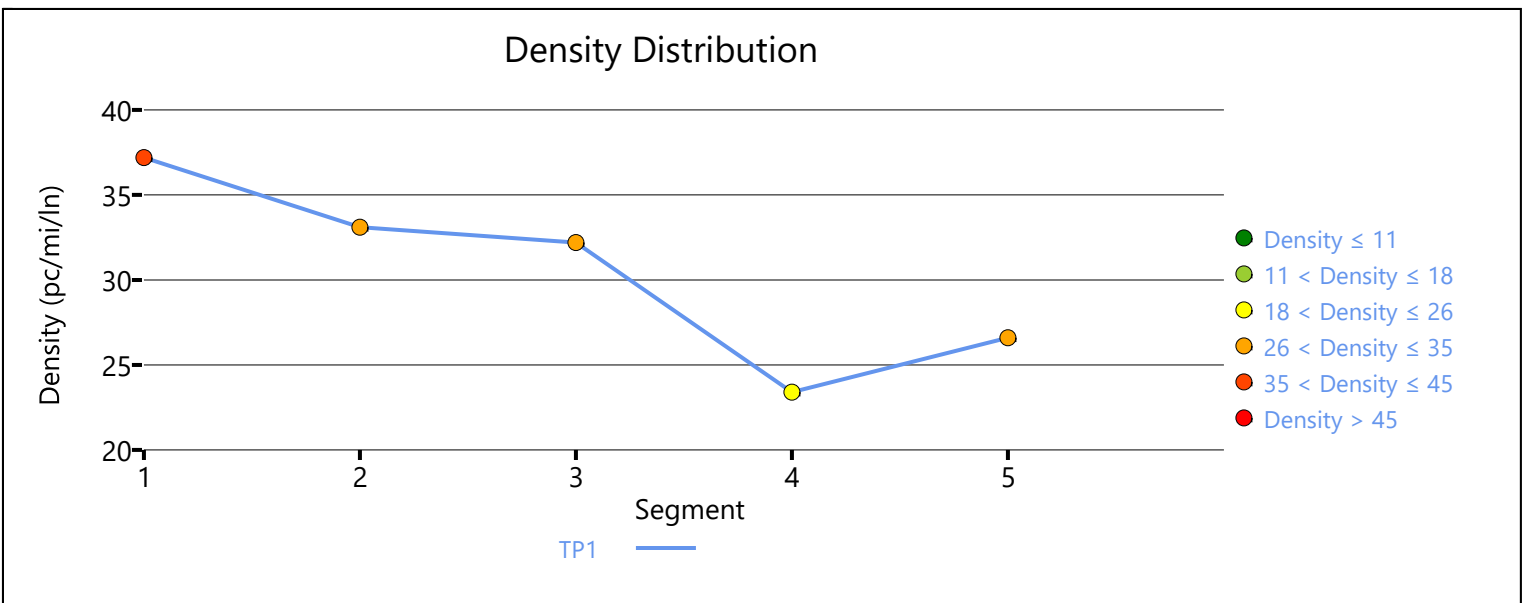
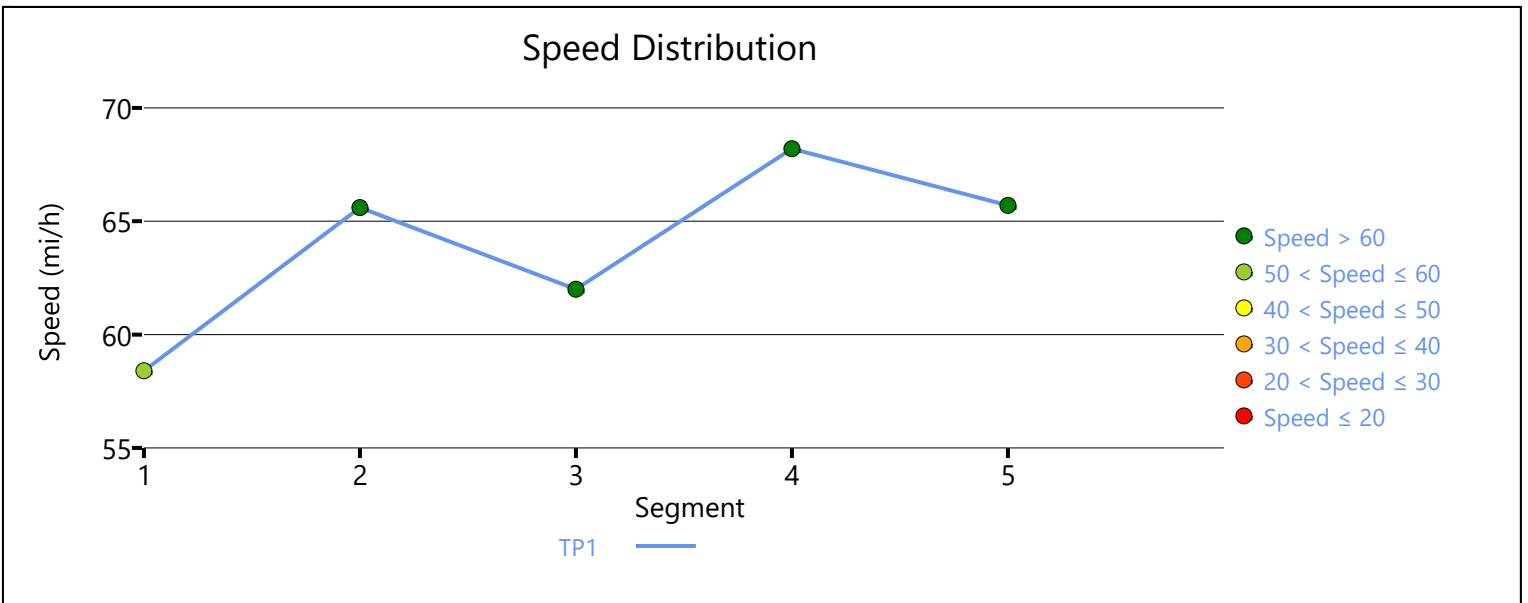
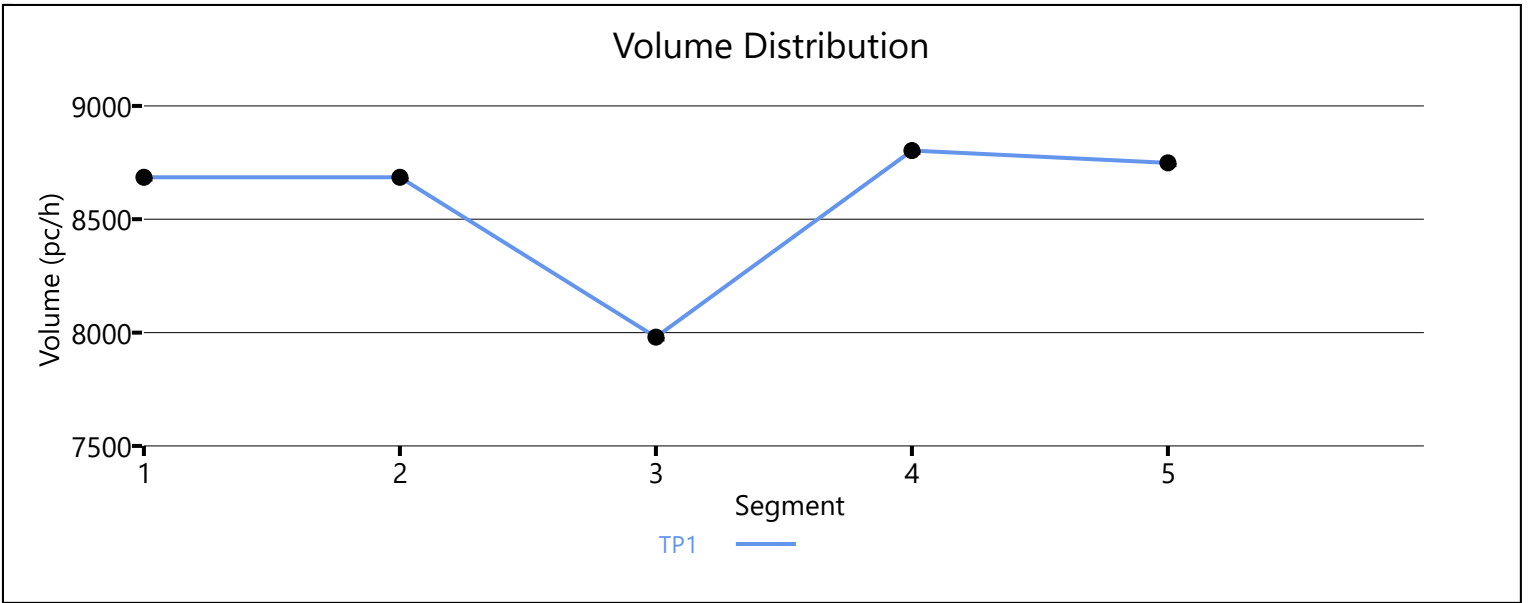
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.962	8803	823	12000	2100	0.67	0.39	68.2	-	23.4	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		8749		11935		0.73		65.7		26.6		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.7	31.4	29.1	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		62.7	Density, veh/mi/ln		29.1
Average Travel Time, min		1.7	Density, pc/mi/ln		31.4



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	9323	9548	0.98	54.6	42.7	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.862	9323	420	9600	2100	0.97	0.20	65.7	60.6	35.5	37.3	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	8939	9548	0.94	57.0	39.2	E

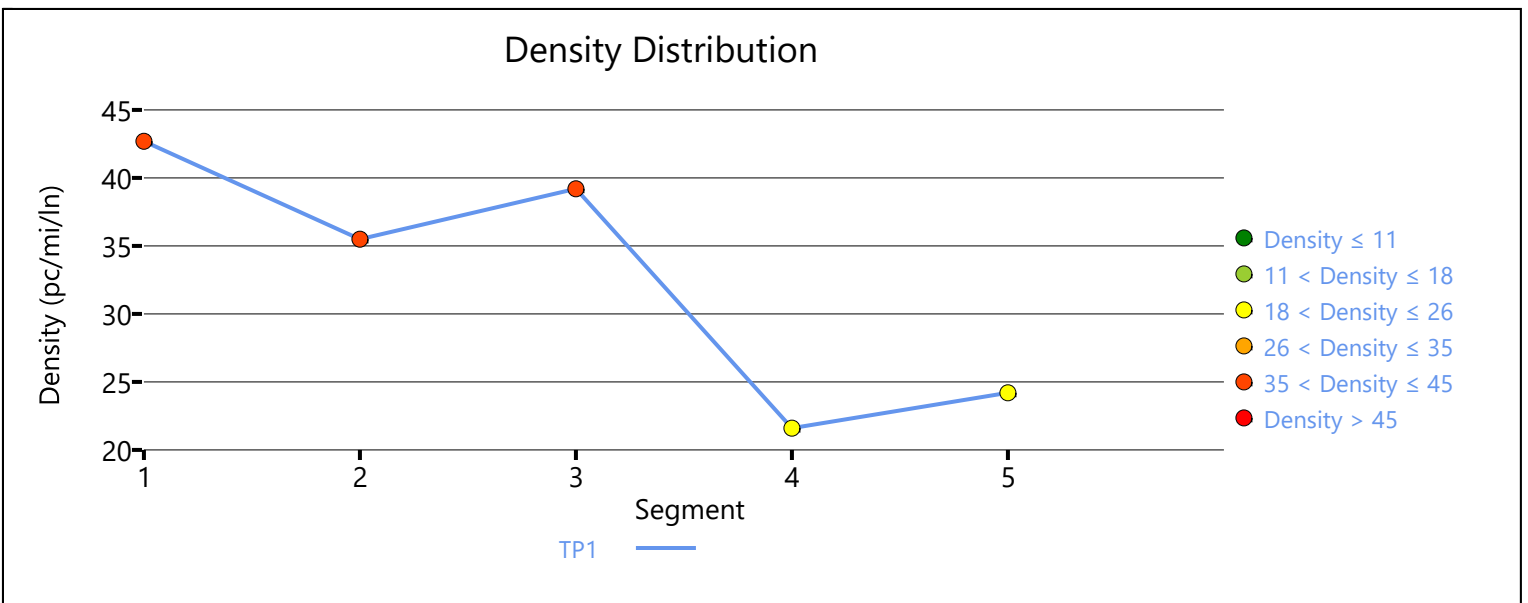
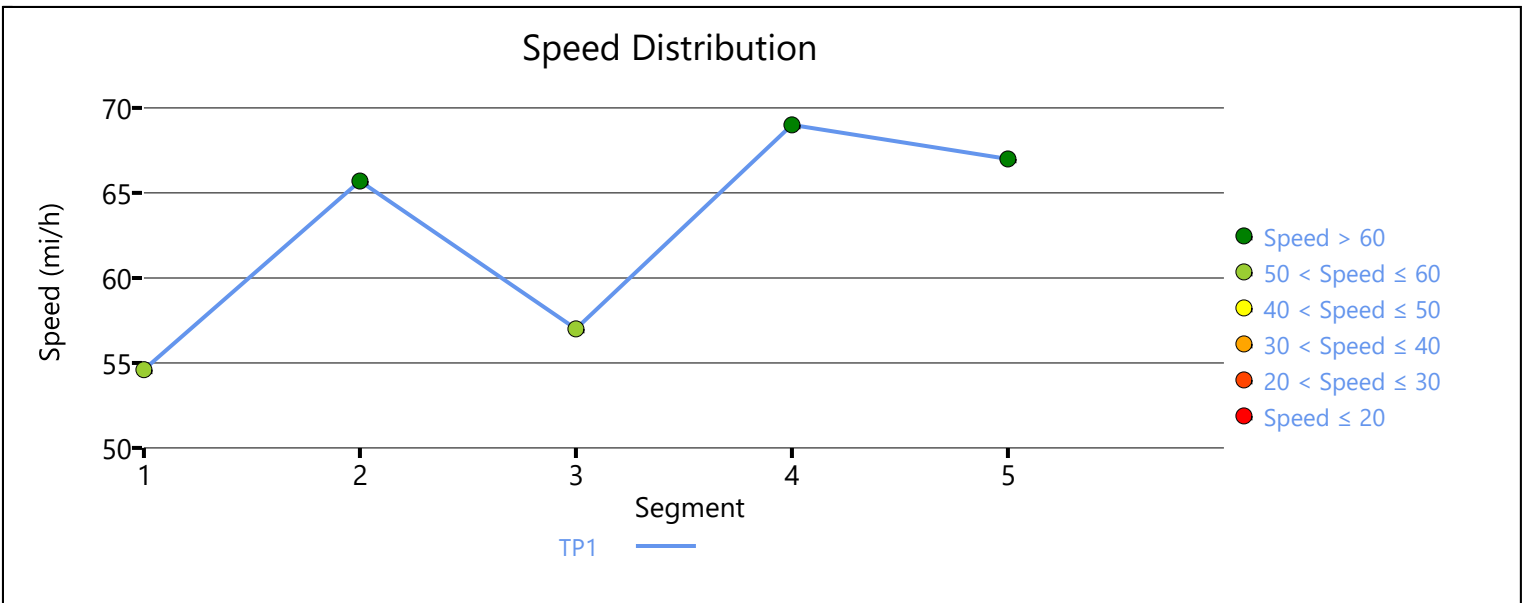
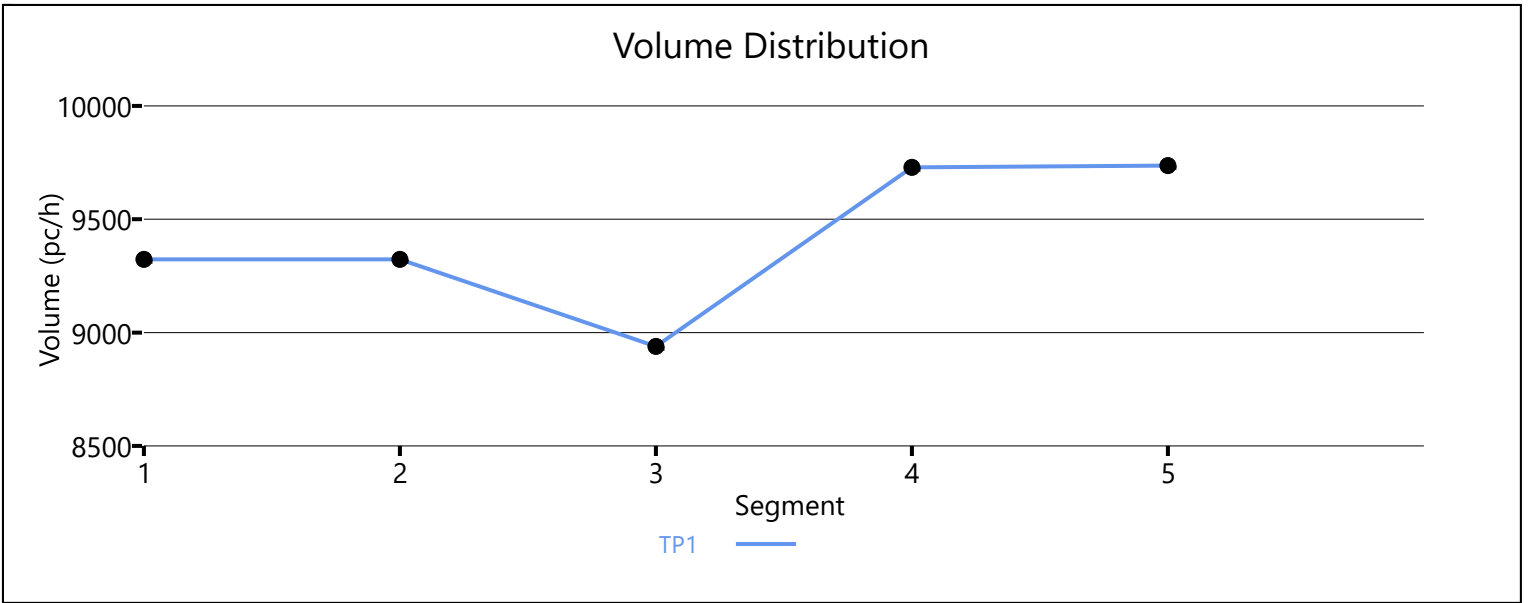
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	9729	790	14400	2100	0.62	0.38	69.0	-	21.6	-	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	9737	14322	0.68	67.0	24.2	C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.2	30.7	28.9	1.6	D
Facility Overall Results					
Space Mean Speed, mi/h		62.2	Density, veh/mi/ln		28.9
Average Travel Time, min		1.6	Density, pc/mi/ln		30.7



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.877	12276	14322	0.86	61.0	33.5	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.962	12276	925	14400	2100	0.85	0.44	65.0	59.3	31.5	39.7	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.870	11352	14322	0.79	63.7	29.7	D

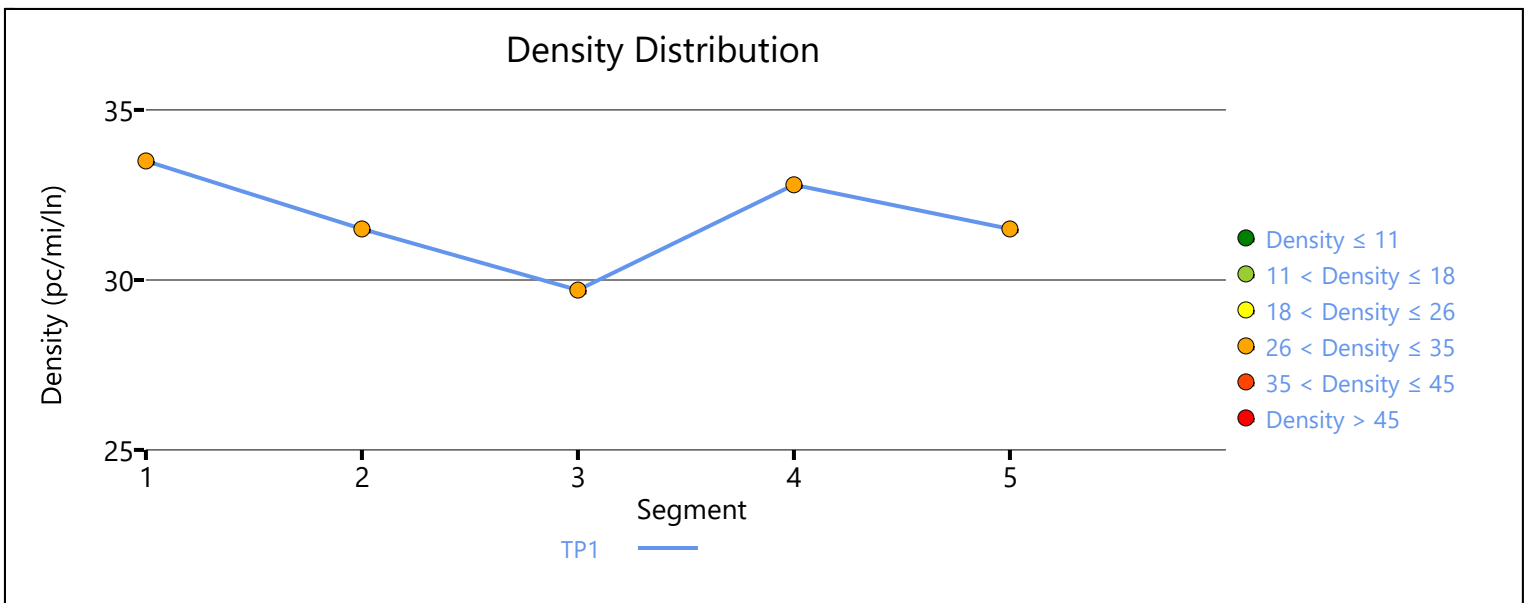
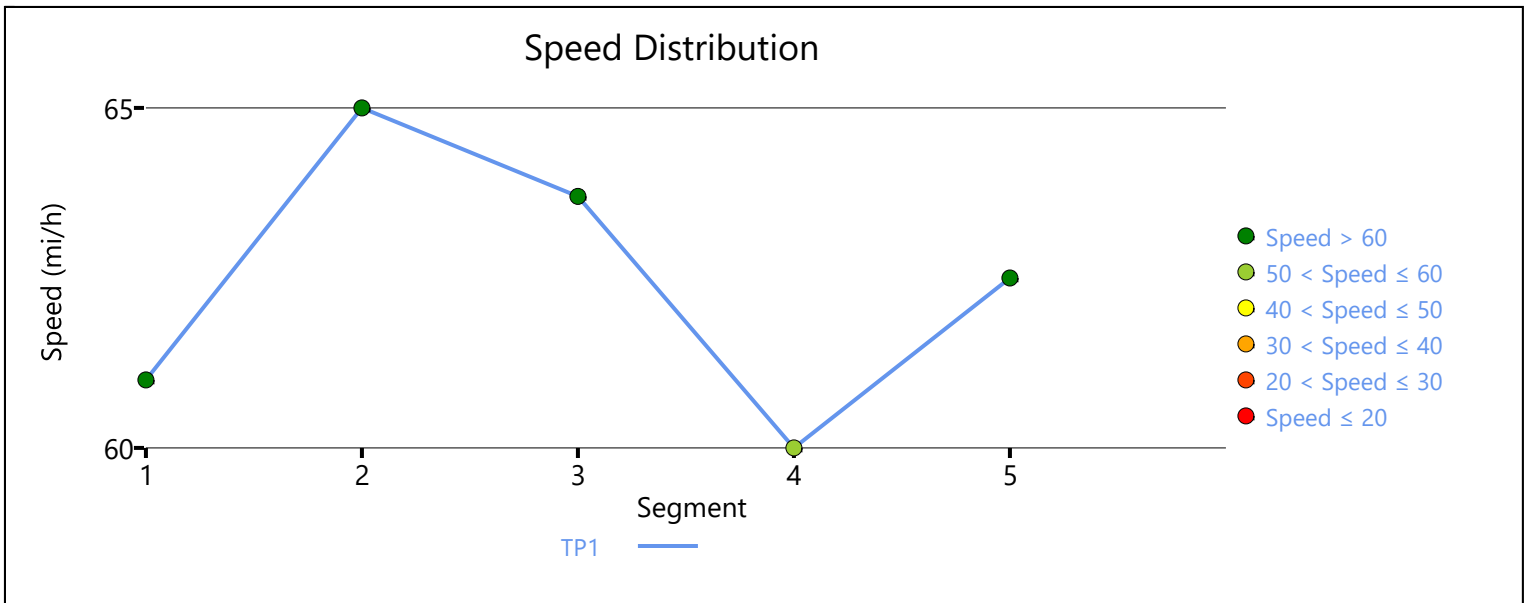
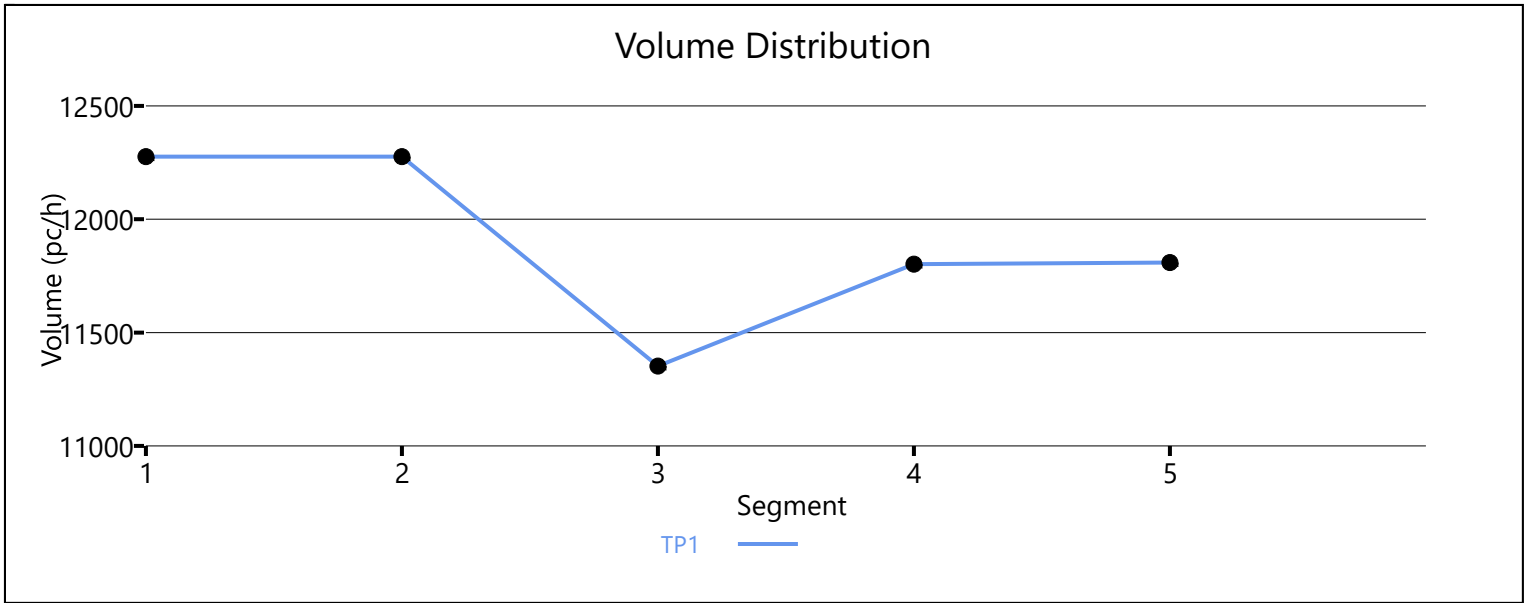
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.870	0.885	11802	450	14400	2100	0.82	0.21	60.0	57.6	32.8	31.0	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.870	11809	14322	0.82	62.5	31.5	D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.3	31.8	27.8	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		62.3	Density, veh/mi/ln		27.8
Average Travel Time, min		1.7	Density, pc/mi/ln		31.8



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	7275	9548	0.76	64.8	28.1	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.952	7275	386	9600	2100	0.76	0.18	66.7	60.7	27.3	29.9	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	6897	9548	0.72	66.0	26.1	D

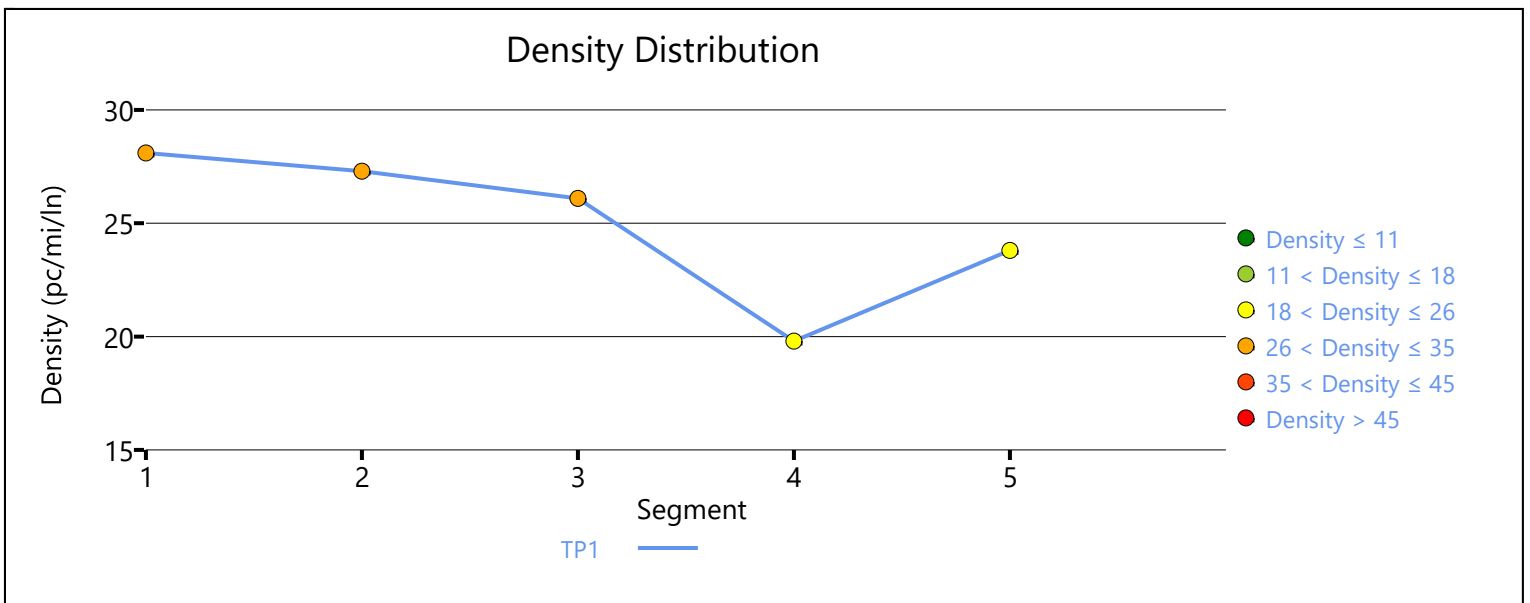
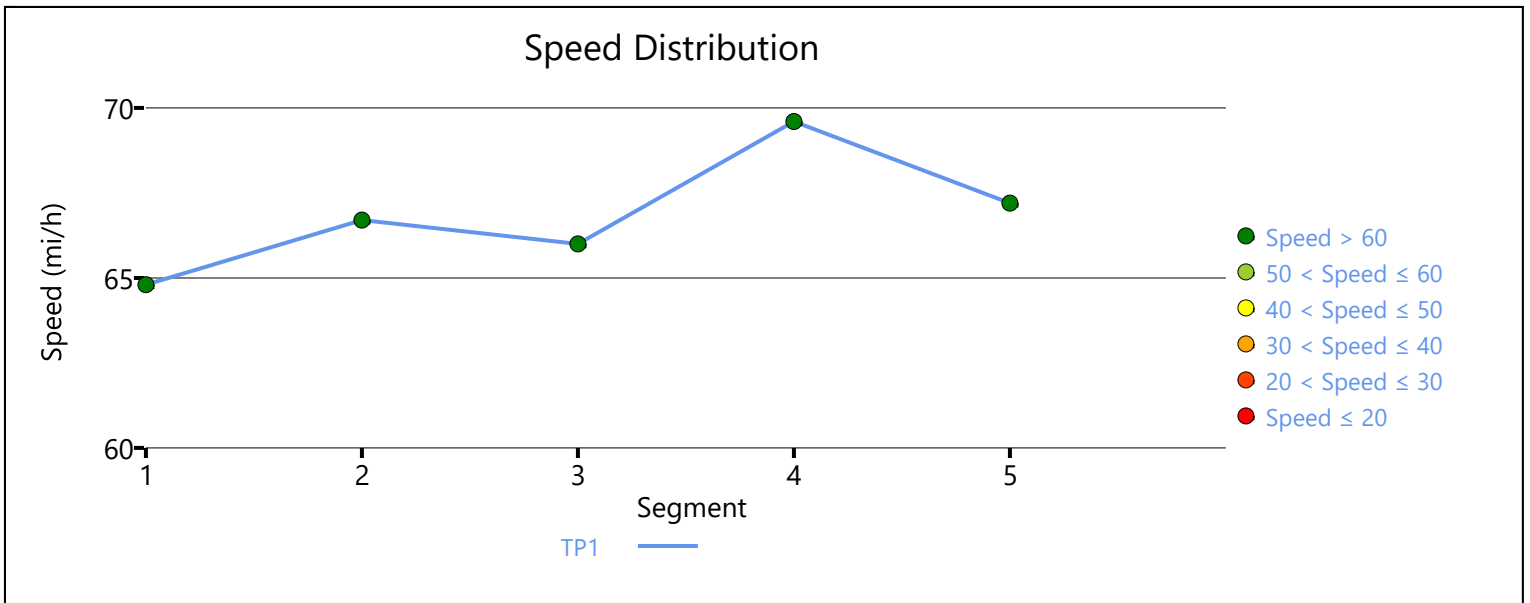
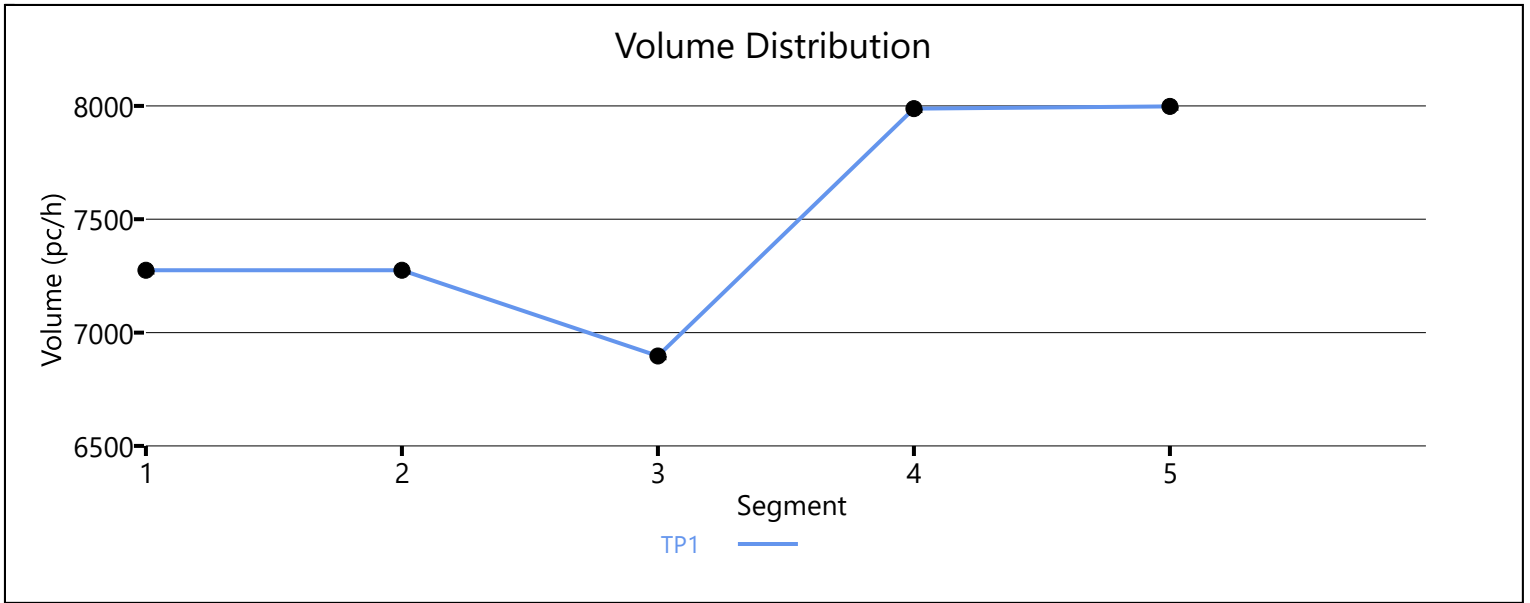
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.980	7988	1091	12000	2100	0.57	0.52	69.6	-	19.8	-	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.971	7998	11935	0.67	67.2	23.8	C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	66.8	24.7	24.0	1.7	C
Facility Overall Results					
Space Mean Speed, mi/h		66.8	Density, veh/mi/ln		24.0
Average Travel Time, min		1.7	Density, pc/mi/ln		24.7



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.885	8849	9548	0.93	57.5	38.5	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.885	0.971	8849	743	9600	2100	0.92	0.35	65.5	59.8	33.8	37.9	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.877	8107	9548	0.85	61.4	33.0	D

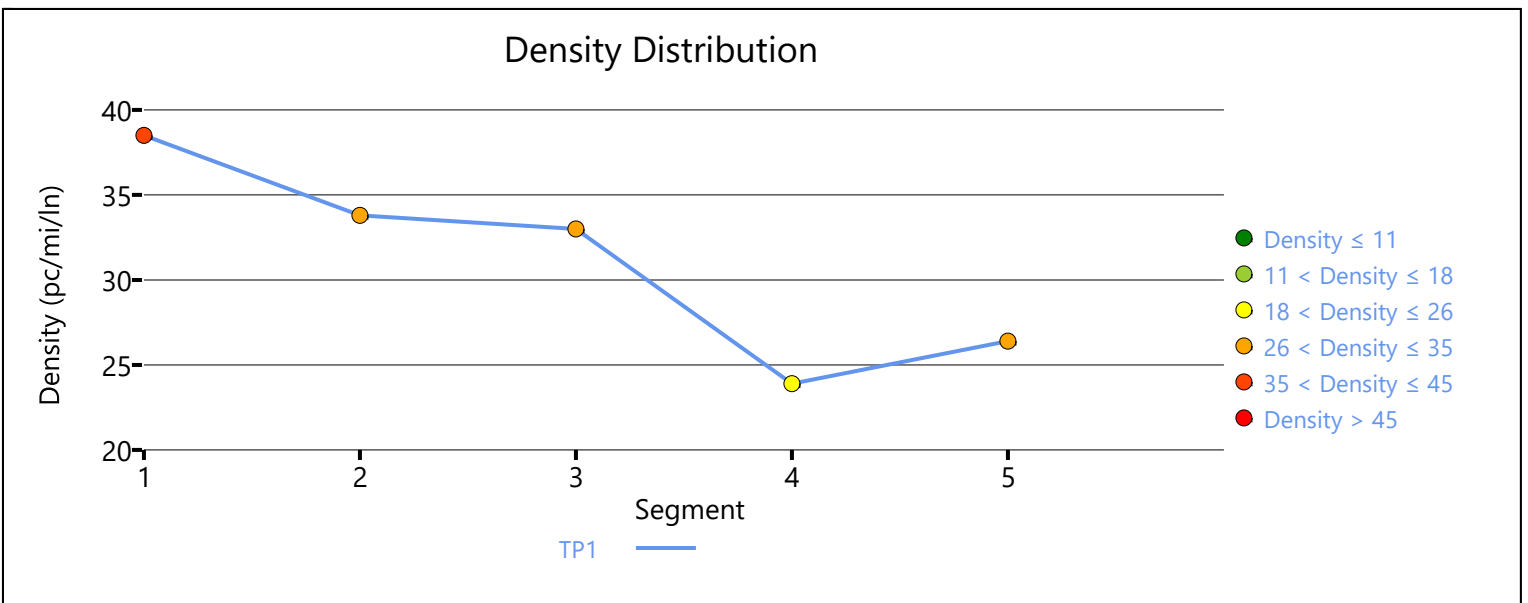
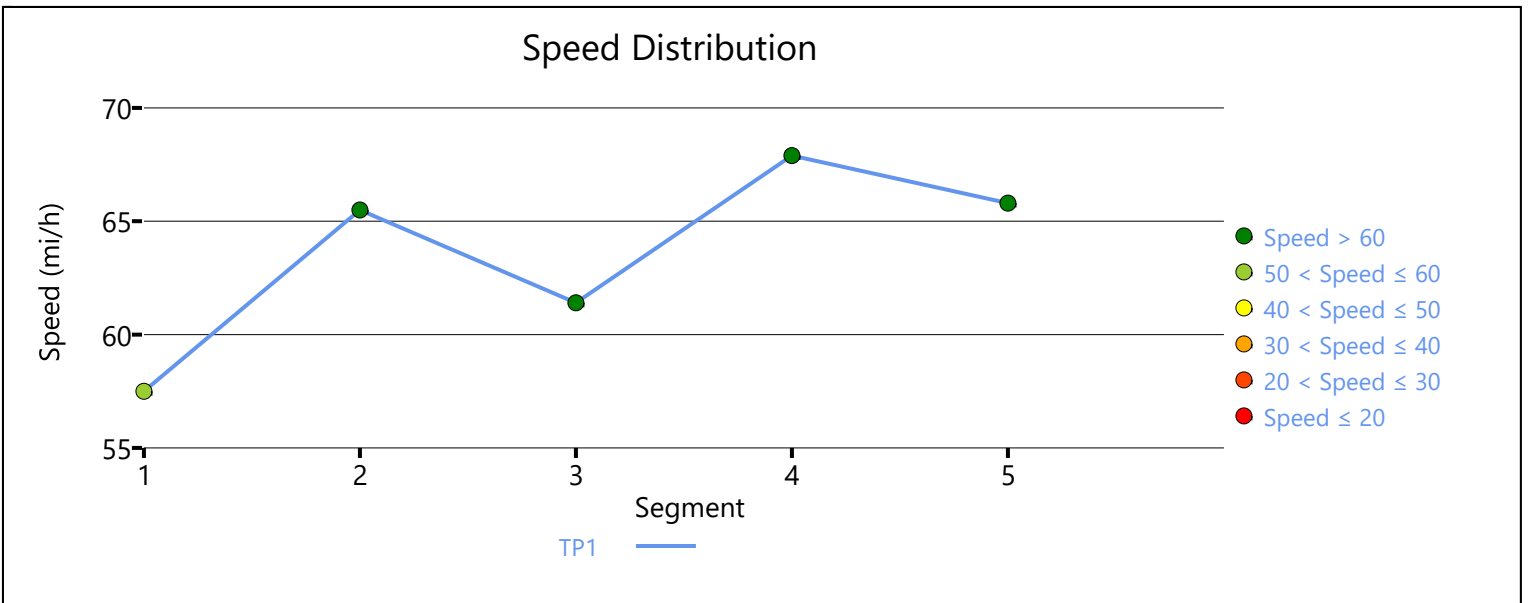
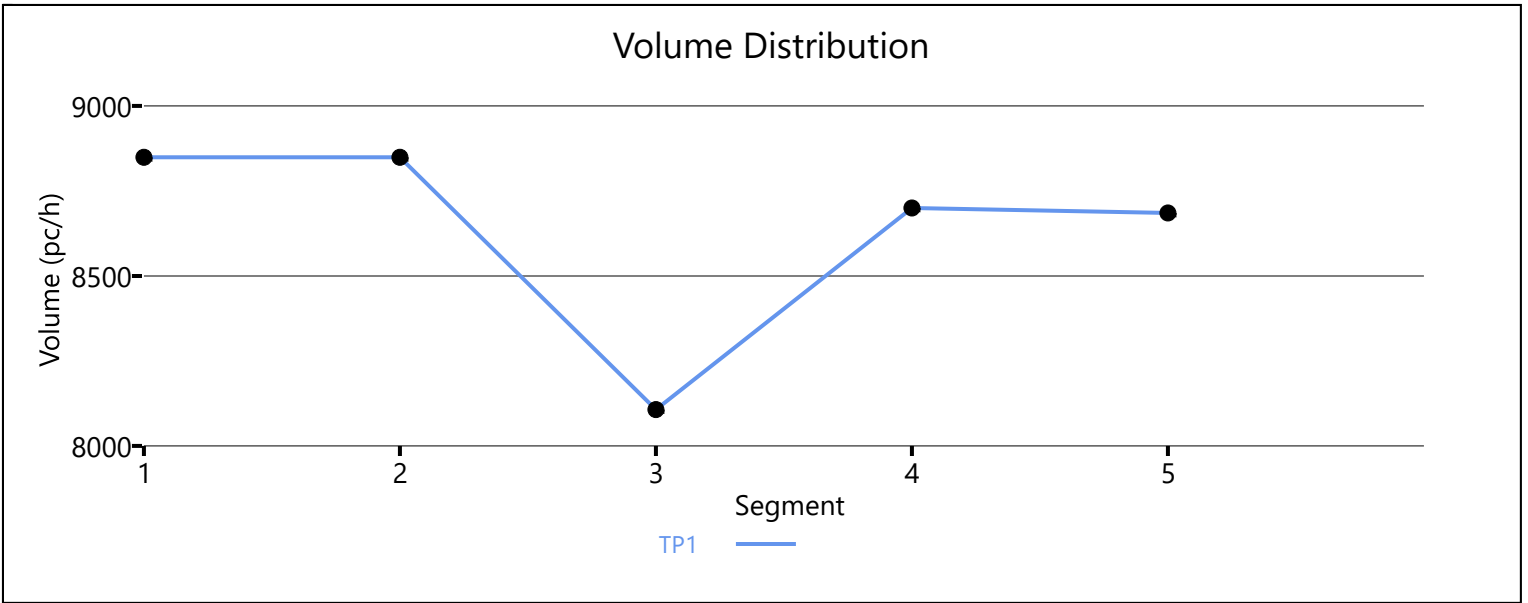
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.971	8700	593	12000	2100	0.68	0.28	67.9	-	23.9	-	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.885	8685	11935	0.73	65.8	26.4	D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.1	32.1	28.3	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		62.1	Density, veh/mi/ln		28.3
Average Travel Time, min		1.7	Density, pc/mi/ln		32.1



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	8863	9548	0.93	57.4	38.6	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.862	8863	337	9600	2100	0.92	0.16	66.1	60.8	33.5	35.2	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	8470	9548	0.89	59.6	35.5	E

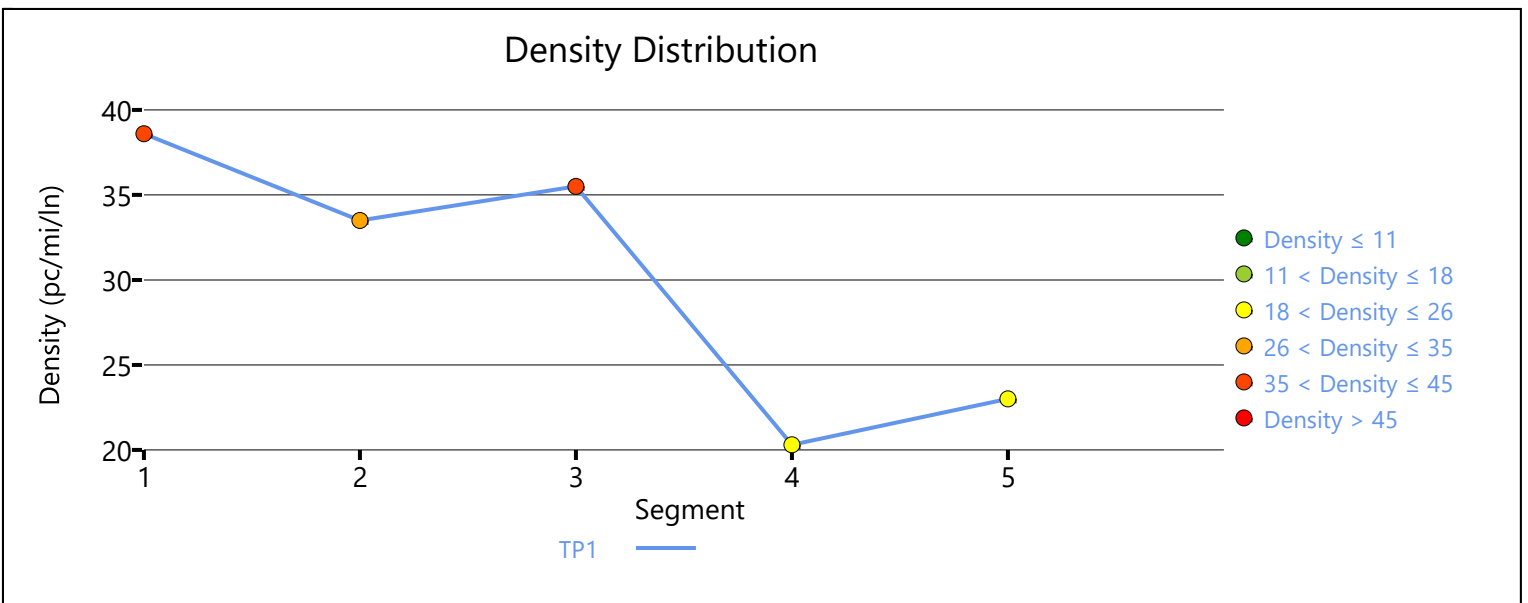
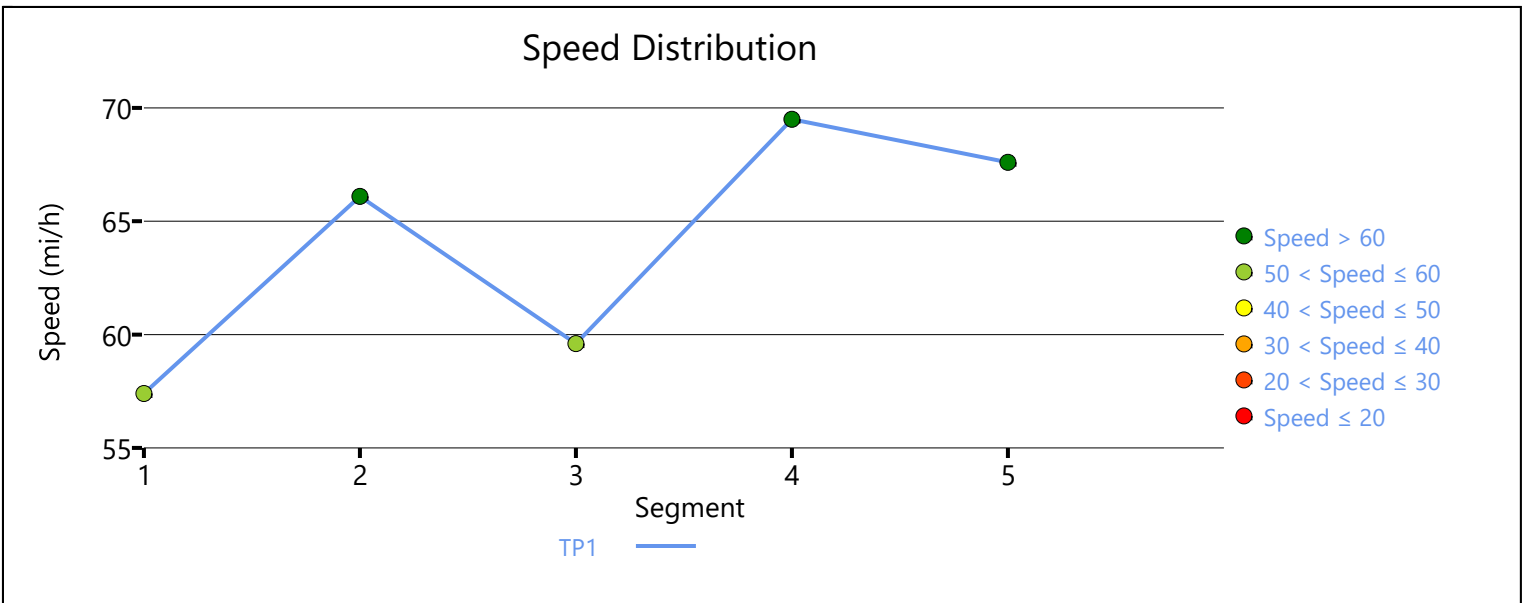
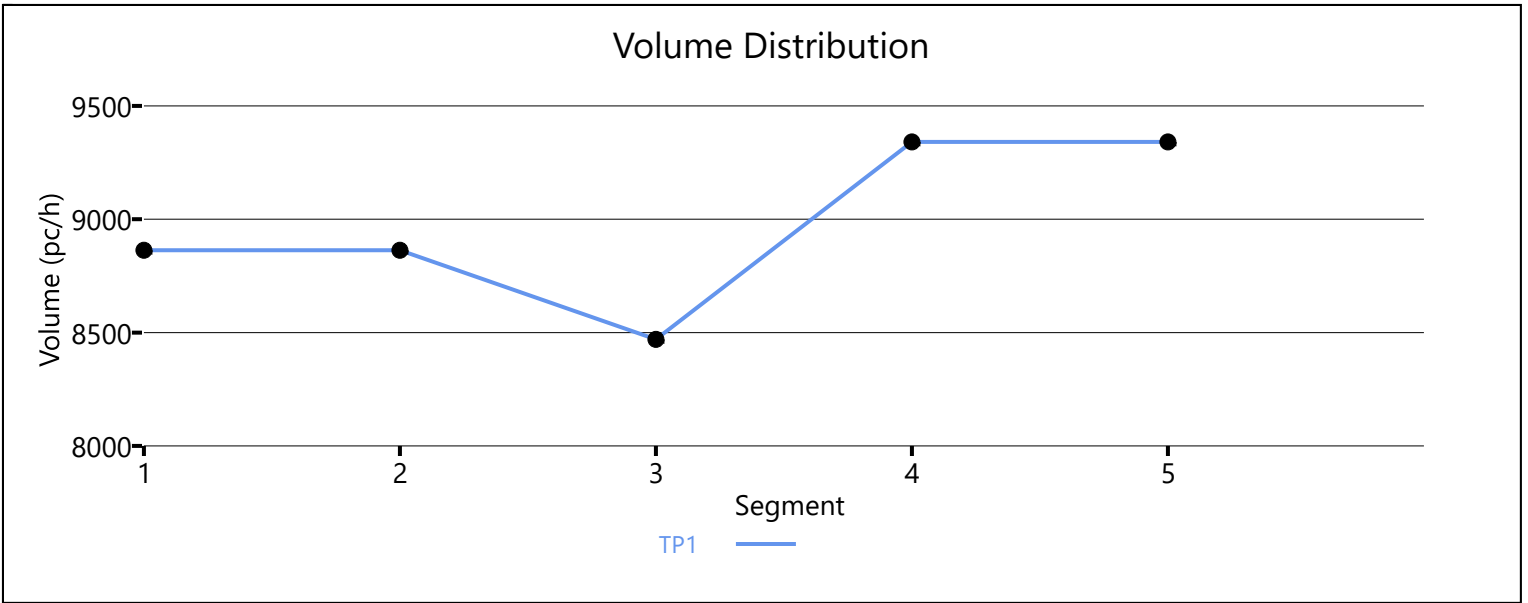
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.962	9341	871	14400	2100	0.59	0.41	69.5	-	20.3	-	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.962	9341	14322	0.65	67.6	23.0	C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.8	28.5	27.2	1.5	D
Facility Overall Results					
Space Mean Speed, mi/h		63.8	Density, veh/mi/ln		27.2
Average Travel Time, min		1.5	Density, pc/mi/ln		28.5



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.901	12426	14322	0.87	60.5	34.2	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.901	0.971	12426	1175	14400	2100	0.86	0.56	64.5	58.7	32.1	41.3	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.893	11259	14322	0.79	64.0	29.3	D

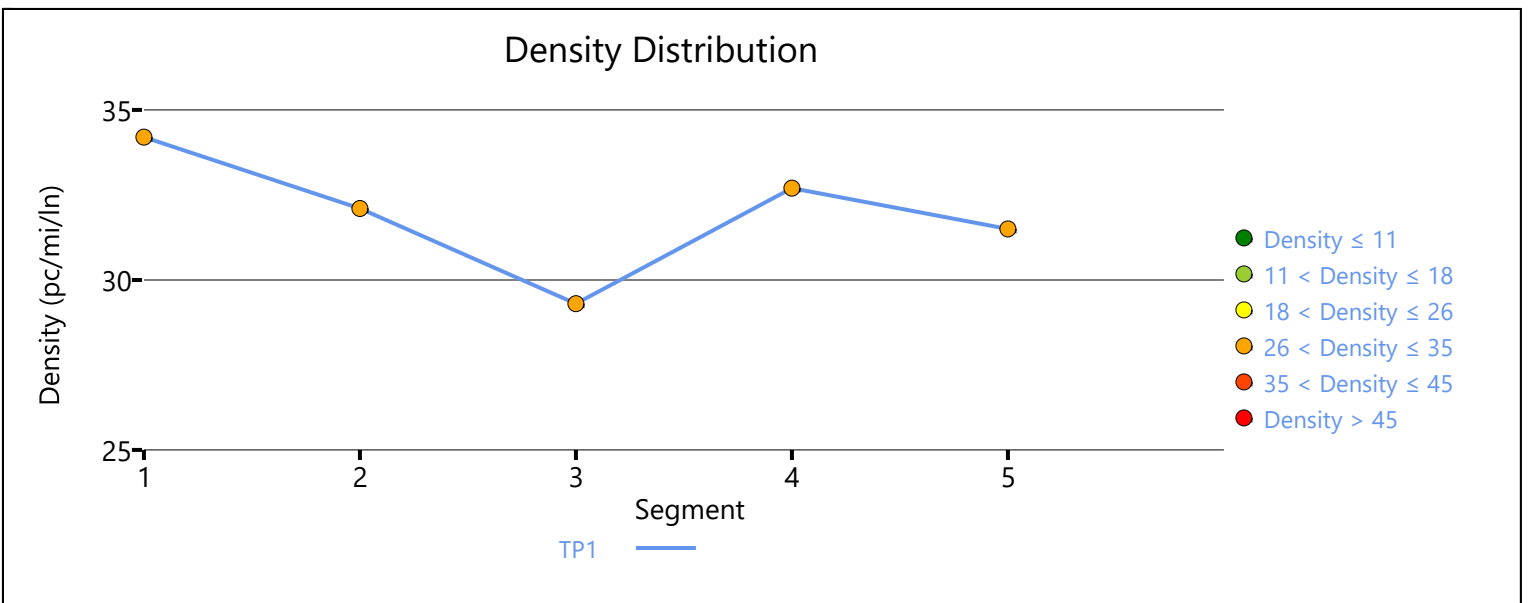
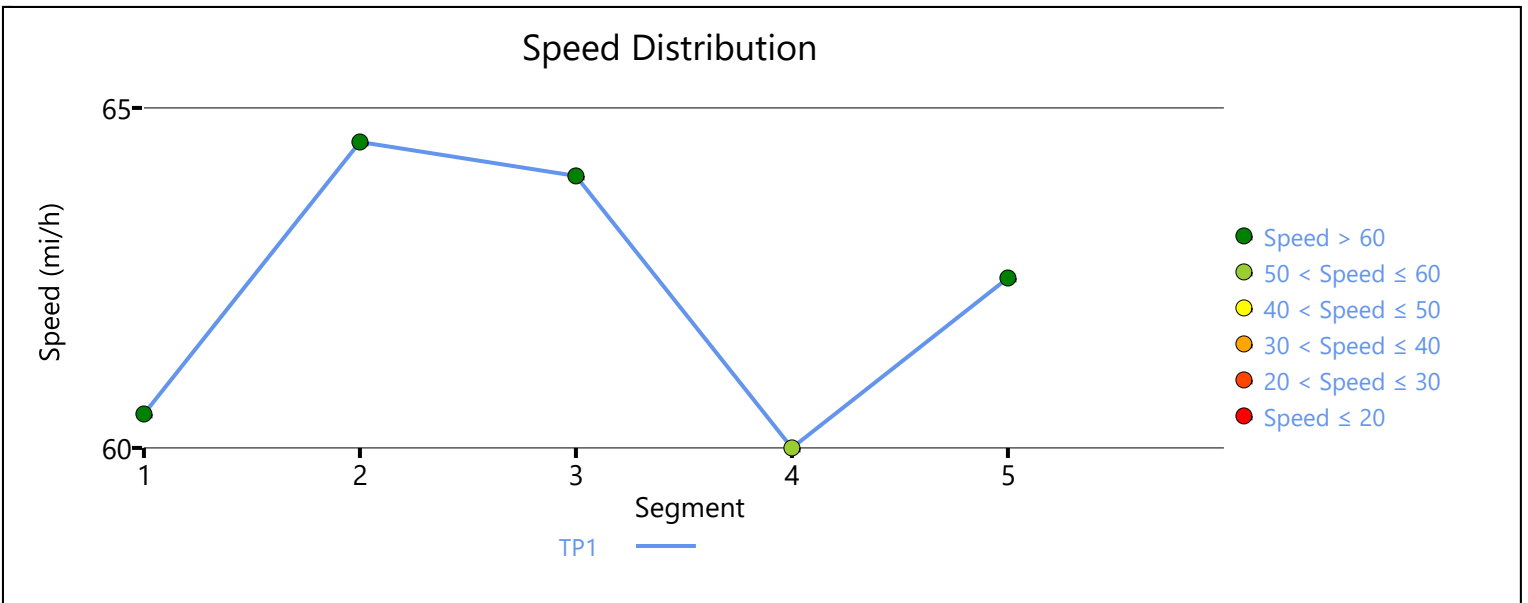
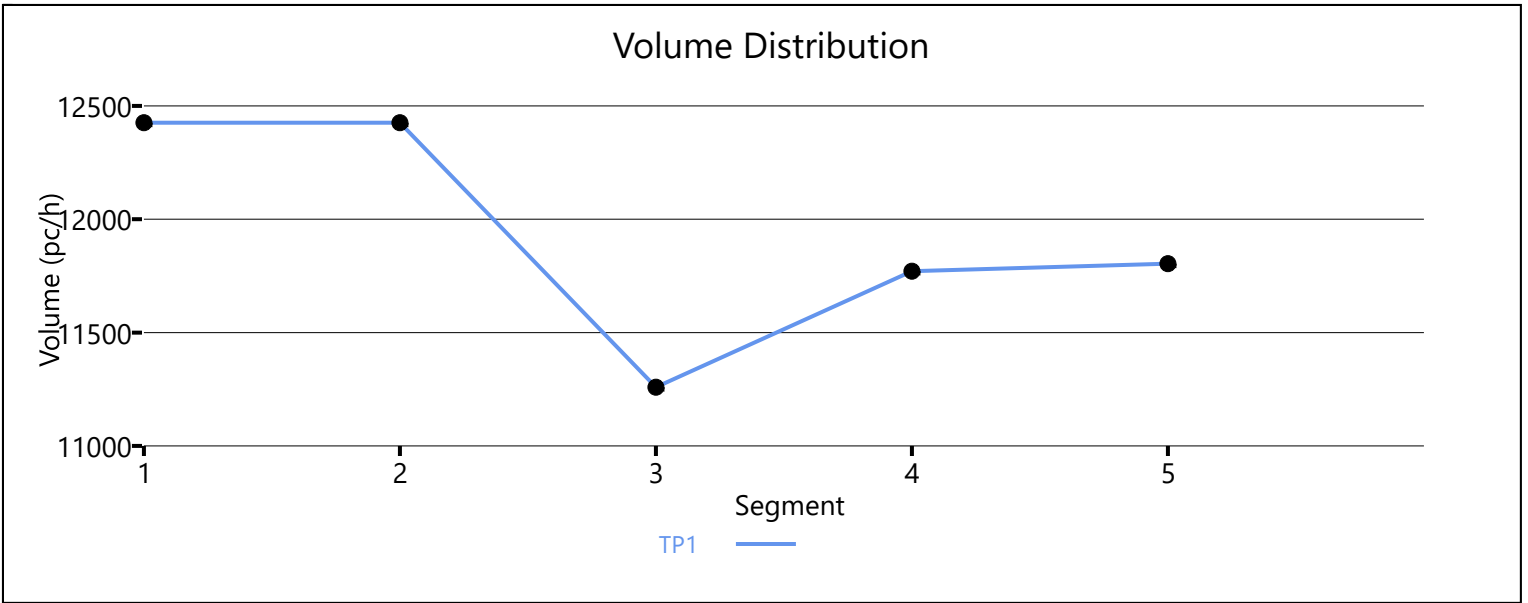
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.893	0.952	11771	512	14400	2100	0.82	0.24	60.0	57.4	32.7	31.3	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.893	11804	14322	0.82	62.5	31.5	D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.2	32.0	28.6	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		62.2		Density, veh/mi/ln	
Average Travel Time, min		1.7		Density, pc/mi/ln	
				28.6	
				32.0	



APPENDIX 3.6:

TRAFFIC COLLISION HISTORY REPORT: ACACIA AVENUE & ORANGETHORPE AVENUE

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City of Fullerton

Traffic Engineering Department

Traffic Collision History Report

Location: Orangethorpe Ave / Acacia Ave
Date Range Reported: 6/1/2015 - 6/1/2020
Total Number of Collisions: 23

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
7158743	1/18/16	5:34	15	North	Other	Bicycle	East	Making Left Turn	Not Stated	Not Stated	Other Than Driver or Ped	0	0
8029762	4/7/16	18:21	0	In Int.	Broadside	Other Motor Vehicle	North	Making Left Turn	West	Proceeding Straight	Unknown	1	0
8113392	7/28/16	13:18	0	In Int.	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	2	0
8204715	9/29/16	7:59	0	In Int.	Broadside	Other Motor Vehicle	West	Proceeding Straight	East	Making Left Turn	Auto R/W Violation	0	0
8284519	11/23/16	17:54	0	In Int.	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	2	0
8399234	4/3/17	17:01	0	In Int.	Broadside	Other Motor Vehicle	North	Making Left Turn	West	Proceeding Straight	Driving Under Influence	2	0
8477073	6/5/17	13:47	0	In Int.	Other	Non-Collision	West	Making Right Turn	West	Stopped in Road	Unknown	0	0
8486786	6/24/17	7:12	10	East	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Making Left Turn	Traffic Signals and Signs	1	0
8549668	7/15/17	23:58	0	In Int.	Rear-End	Motor Vehicle on Other	East	Proceeding Straight	East	Proceeding Straight	Unsafe Speed	0	0
8549304	7/29/17	22:54	0	In Int.	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	3	0
8429863	8/6/17	21:04	0	In Int.	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	2	0
8520149	8/9/17	13:01	10	East	Sideswipe	Other Motor Vehicle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	0	0
8579393	9/8/17	23:39	0	In Int.	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	0	0
8494474	9/23/17	23:04	21	East	Head-On	Other Motor Vehicle	East	Proceeding Straight	South	Making Left Turn	Driving Under Influence	2	0

City of Fullerton

Traffic Engineering Department

Traffic Collision History Report

6/17/2020
Page 2

Location: Orangethorpe Ave / Acacia Ave
Date Range Reported: 6/1/2015 - 6/1/2020
Total Number of Collisions: 23

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
8665694	12/7/17	17:16	0	In Int.	Broadside	Other Motor Vehicle	South	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0
8740611	4/26/18	7:38	0	In Int.	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	0	0
8786737	11/17/18	17:15	0	In Int.	Sideswipe	Other Motor Vehicle	West	Making Left Turn	East	Stopped in Road	Improper Turning	0	0
8865551	2/4/19	1:04	0	In Int.	Hit Object	Fixed Object	East	Proceeding Straight			Driving Under Influence	0	0
8862025	3/20/19	18:07	0	In Int.	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Driving Under Influence	2	0
8899471	5/3/19	19:37	0	In Int.	Broadside	Other Motor Vehicle	South	Proceeding Straight	East	Proceeding Straight	Traffic Signals and Signs	0	0
8935385	5/22/19	17:15	0	In Int.	Sideswipe	Other Motor Vehicle	East	Making Left Turn	East	Proceeding Straight	Improper Turning	0	0
8889450	5/30/19	14:28	0	In Int.	Broadside	Other Motor Vehicle	North	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1	0
8896975	7/4/19	22:51	15	East	Rear-End	Parked Motor Vehicle	East	Making Left Turn	East	Parked	Driving Under Influence	0	0

**City of Fullerton
Traffic Engineering Department**

Traffic Collision History Report

6/17/2020
Page 3

Location: Orangethorpe Ave / Acacia Ave
Date Range Reported: 6/1/2015 - 6/1/2020
Total Number of Collisions: 23

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
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Total Number of Collisions: 23

3.6-3

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	ORANGETHORPE AVE
Cross Street	ACACIA AVE
Starting Date	6/1/2015
Ending Date	6/1/2020
Intersection	Intersection Related

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APPENDIX 5.1:

**OPENING YEAR CUMULATIVE (2022) WITHOUT PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS**

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**Volume Development
AM Peak Hour**

1: Raymond Av. & Kimberly Av.

	PHF:	<u>0.934</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	15	881	64	26	950	6	2	1	11	39	1	24	2,022	

2: Raymond Av. & Orangethorpe Av.

	PHF:	<u>0.922</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	234	773	221	101	687	145	200	1,027	352	177	592	61	4,569	

3: Raymond Av. & SR-91 Westbound Ramps

	PHF:	<u>0.948</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	409	1,059	0	0	821	468	0	0	0	167	0	469	3,392	

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF:	<u>0.954</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	942	493	420	569	0	527	0	362	0	0	0	3,313	

5: Acacia Av. & Kimberly Av.

	PHF:	<u>0.825</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	19	385	16	24	248	13	6	39	16	14	39	41	862	

6: Acacia Av. & Orangethorpe Av.

	PHF:	<u>0.913</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	84	103	97	72	74	120	199	943	32	96	714	130	2,663	

7: Driveway 1 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	80	0	0	95	0	175	

8: Driveway 2 & Orangethorpe Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,112	0	0	940	0	2,052	

9: Driveway 3 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	80	0	0	95	0	175	

10: Driveway 4 & Orangethorpe Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,112	0	0	940	0	2,052	

11: Driveway 5 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	80	0	0	95	0	175	

12: Driveway 6 & Orangethorpe Av.

	PHF:	<u>0.916</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	4	0	3	0	0	0	0	1,107	5	0	937	0	2,056	

**Volume Development
AM Peak Hour**

13: Driveway 7 & Kimberly Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	84	0	0	101	0	185	
14: Driveway 8 & Orangethorpe Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,125	0	0	924	0	2,049	
15: Driveway 9 & Kimberly Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	84	0	0	101	0	185	
16: Driveway 10 & Orangethorpe Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,125	0	0	924	0	2,049	
17: Driveway 11 & Kimberly Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	84	0	0	101	0	185	
18: Driveway 12 & Orangethorpe Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,125	0	0	924	0	2,049	
19: Driveway 13 & Kimberly Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	84	0	0	101	0	185	
20: Driveway 14 & Orangethorpe Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,125	0	0	924	0	2,049	
21: Driveway 15 & Kimberly Av.														
	PHF: 0.920		Count Date: _____											
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	84	0	0	101	0	185	
22: N. State College Bl. & Chapman Av.														
	PHF: 0.940		7:30		Count Date: 3/12/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	116	908	47	187	979	385	444	835	135	91	856	249	5,233	
23: N. State College Bl. & Commonwealth Av.														
	PHF: 0.917		7:30		Count Date: 3/12/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	93	583	90	26	929	194	196	291	191	68	212	38	2,912	

**Volume Development
AM Peak Hour**

24: N. State College Bl. & Kimberly Av.

	PHF:	<u>0.982</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	41	824	68	18	1,046	26	7	36	41	24	33	44	2,209	

25: N. State College Bl. & Driveway 16/Cypress Wy.

	PHF:	<u>0.988</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	928	45	25	1,086	0	0	0	0	21	0	5	2,109	

26: N. State College Bl. & Orangethorpe Av.

	PHF:	<u>0.943</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	245	664	93	104	891	113	217	686	222	209	566	79	4,088	

27: N. State College Bl. & SR-91 Westbound Ramps

	PHF:	<u>0.953</u>		<u>7:00</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	270	722	0	0	842	697	0	0	0	178	0	443	3,153	

28: N. State College Bl. & SR-91 Eastbound Ramps

	PHF:	<u>0.968</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	521	382	396	624	0	471	0	190	0	0	0	2,586	

29: S. Placentia Av. & Kimberly Av.

	PHF:	<u>0.877</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	29	545	54	37	820	85	76	18	10	22	6	26	1,730	

30: S. Placentia Av. & Orangethorpe Av.

	PHF:	<u>0.886</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	43	256	124	211	306	307	176	622	21	99	550	272	2,988	

31: SR-57 Southbound Ramps & Orangethorpe Av.

	PHF:	<u>0.924</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	1	9	32	267	0	147	184	785	1	10	832	562	2,829	

32: SR-57 Northbound Ramps & Orangethorpe Av.

	PHF:	<u>0.920</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	289	0	606	0	0	0	136	948	0	0	1,115	292	3,387	

**Volume Development
PM Peak Hour**

1: Raymond Av. & Kimberly Av.

	PHF: 0.928		4:45						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	12	1,036	28	37	774	3	2	0	28	50	0	58	2,028	

2: Raymond Av. & Orangethorpe Av.

	PHF: 0.964		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	234	761	221	93	668	195	183	967	286	287	932	134	4,961	

3: Raymond Av. & SR-91 Westbound Ramps

	PHF: 0.916		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	310	933	0	0	837	654	0	0	0	226	0	393	3,353	

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF: 0.957		4:15						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	793	226	311	753	0	449	4	511	0	0	0	3,047	

5: Acacia Av. & Kimberly Av.

	PHF: 0.846		4:00						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	17	265	17	45	324	15	21	58	21	11	35	17	846	

6: Acacia Av. & Orangethorpe Av.

	PHF: 0.921		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	75	94	106	118	124	138	106	1,248	124	112	957	72	3,275	

7: Driveway 1 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	120	0	0	63	0	183	

8: Driveway 2 & Orangethorpe Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,473	0	0	1,141	0	2,614	

9: Driveway 3 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	120	0	0	63	0	183	

10: Driveway 4 & Orangethorpe Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,473	0	0	1,141	0	2,614	

11: Driveway 5 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	120	0	0	63	0	183	

12: Driveway 6 & Orangethorpe Av.

	PHF: 0.930		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	0	0	0	0	0	0	1,473	0	0	1,141	0	2,614	

**Volume Development
PM Peak Hour**

	13: Driveway 7 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	106	0	0	71	0	177
	14: Driveway 8 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	1,427	0	0	1,145	0	2,572
	15: Driveway 9 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	106	0	0	71	0	177
	16: Driveway 10 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	1,427	0	0	1,145	0	2,572
	17: Driveway 11 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	106	0	0	71	0	177
	18: Driveway 12 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	1,427	0	0	1,145	0	2,572
	19: Driveway 13 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	106	0	0	71	0	177
	20: Driveway 14 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	1,427	0	0	1,145	0	2,572
	21: Driveway 15 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	0	0	0	0	0	0	0	106	0	0	71	0	177
	22: N. State College Bl. & Chapman Av.												
	PHF: 0.961								Count Date: 3/12/2020				
				4:30									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	182	672	81	232	898	491	372	791	134	147	991	196	5,188
	23: N. State College Bl. & Commonwealth Av.												
	PHF: 0.931								Count Date: 3/12/2020				
				5:00									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 NP PCE:	156	690	106	49	651	268	185	291	144	111	301	26	2,978

**Volume Development
PM Peak Hour**

24: N. State College Bl. & Kimberly Av.														
	PHF:	<u>0.913</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	9	731	119	29	888	12	9	55	41	30	50	75	2,049	
25: N. State College Bl. & Driveway 16/Cypress Wy.														
	PHF:	<u>0.919</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	831	14	11	948	0	0	0	0	46	0	28	1,878	
26: N. State College Bl. & Orangethorpe Av.														
	PHF:	<u>0.971</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	182	541	217	118	730	128	213	979	235	278	836	73	4,531	
27: N. State College Bl. & SR-91 Westbound Ramps														
	PHF:	<u>0.952</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	253	810	0	0	885	782	0	0	0	183	0	175	3,088	
28: N. State College Bl. & SR-91 Eastbound Ramps														
	PHF:	<u>0.948</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	0	632	174	375	692	0	432	9	261	0	0	0	2,575	
29: S. Placentia Av. & Kimberly Av.														
	PHF:	<u>0.965</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	25	693	59	35	757	147	148	19	48	105	19	56	2,111	
30: S. Placentia Av. & Orangethorpe Av.														
	PHF:	<u>0.994</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	69	275	141	332	320	332	231	1,003	66	181	708	256	3,915	
31: SR-57 Southbound Ramps & Orangethorpe Av.														
	PHF:	<u>0.949</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	7	10	14	163	6	152	389	1,184	7	26	1,069	445	3,474	
32: SR-57 Northbound Ramps & Orangethorpe Av.														
	PHF:	<u>0.930</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 NP PCE:	566	4	557	0	0	0	184	1,178	0	0	974	308	3,771	

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕			↕	
Traffic Vol, veh/h	2	1	11	39	1	24	15	881	64	26	950	6
Future Vol, veh/h	2	1	11	39	1	24	15	881	64	26	950	6
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	12	42	1	26	16	947	69	28	1022	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1590	2129	514	1582	2098	511	1028	0	0	1016	0	0
Stage 1	1081	1081	-	1014	1014	-	-	-	-	-	-	-
Stage 2	509	1048	-	568	1084	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*163	63	511	166	67	*724	683	-	-	1073	-	-
Stage 1	*236	296	-	671	590	-	-	-	-	-	-	-
Stage 2	*683	561	-	480	296	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*143	55	511	148	60	*722	683	-	-	1073	-	-
Mov Cap-2 Maneuver	*193	186	-	295	186	-	-	-	-	-	-	-
Stage 1	*223	278	-	634	558	-	-	-	-	-	-	-
Stage 2	*620	531	-	439	278	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	15.8	0.4	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	683	-	-	376	295	722	1073	-	-
HCM Lane V/C Ratio	0.024	-	-	0.04	0.142	0.036	0.026	-	-
HCM Control Delay (s)	10.4	0.3	-	15	19.2	10.2	8.4	0.2	-
HCM Lane LOS	B	A	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0.1	-	-

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

Timings
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

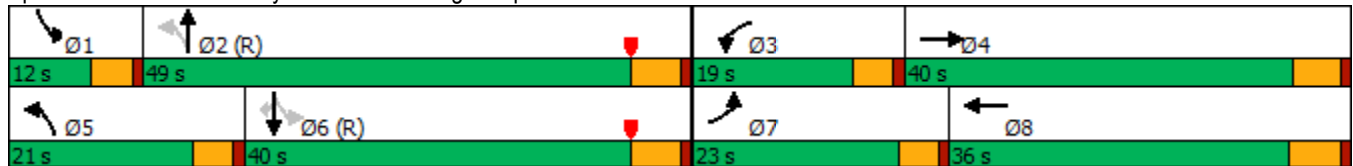


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↵	↑↑↓	↵↵	↑↑↓	↵	↑↓	↵	↑↑	↵
Traffic Volume (vph)	200	1027	177	592	234	773	101	687	145
Future Volume (vph)	200	1027	177	592	234	773	101	687	145
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↘↗	↑↑↑		↗	↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	200	1027	352	177	592	61	234	773	221	101	687	145
Future Volume (veh/h)	200	1027	352	177	592	61	234	773	221	101	687	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1116	349	192	643	54	254	840	237	110	747	94
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	1122	351	248	1091	91	380	1162	328	244	1334	590
Arrive On Green	0.14	0.29	0.29	0.14	0.45	0.45	0.10	0.42	0.42	0.05	0.37	0.37
Sat Flow, veh/h	1810	3893	1217	3510	4870	406	1810	2778	783	1810	3610	1597
Grp Volume(v), veh/h	217	991	474	192	455	242	254	546	531	110	747	94
Grp Sat Flow(s),veh/h/ln	1810	1729	1652	1755	1729	1818	1810	1805	1756	1810	1805	1597
Q Serve(g_s), s	14.1	34.3	34.3	6.3	11.8	12.0	10.0	30.2	30.3	4.5	19.7	4.7
Cycle Q Clear(g_c), s	14.1	34.3	34.3	6.3	11.8	12.0	10.0	30.2	30.3	4.5	19.7	4.7
Prop In Lane	1.00		0.74	1.00		0.22	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	244	997	476	248	774	407	380	755	735	244	1334	590
V/C Ratio(X)	0.89	0.99	0.99	0.77	0.59	0.59	0.67	0.72	0.72	0.45	0.56	0.16
Avail Cap(c_a), veh/h	277	997	476	421	870	458	443	755	735	260	1334	590
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	42.6	42.6	50.6	29.0	29.0	21.5	29.1	29.1	24.5	30.1	25.3
Incr Delay (d2), s/veh	23.8	27.0	39.7	1.9	0.8	1.6	1.4	4.2	4.3	0.5	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	17.9	18.8	2.6	4.1	4.4	4.2	13.4	13.1	1.9	8.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	69.6	82.3	52.5	29.8	30.6	22.9	33.3	33.4	24.9	31.8	25.9
LnGrp LOS	E	E	F	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1682			889			1331			951	
Approach Delay, s/veh		73.9			34.9			31.4			30.4	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	55.6	13.1	40.4	16.8	49.7	20.8	32.7				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+I1), s	6.5	32.3	8.3	36.3	12.0	21.7	16.1	14.0				
Green Ext Time (p_c), s	0.0	5.1	0.2	0.0	0.2	4.2	0.1	3.7				

Intersection Summary

HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

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

Timings
3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↕	↕↕↕	↖
Traffic Volume (vph)	167	469	409	1059	821	468
Future Volume (vph)	167	469	409	1059	821	468
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)	23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)	28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated























Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				 			  	
Traffic Volume (veh/h)	0	0	0	167	0	469	409	1059	0	0	821	468
Future Volume (veh/h)	0	0	0	167	0	469	409	1059	0	0	821	468
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				176	0	162	431	1115	0	0	864	355
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	211	416	2765	0	0	2557	725
Arrive On Green				0.13	0.00	0.13	0.46	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3510	0	1610	1810	3743	0	0	5586	1568
Grp Volume(v), veh/h				176	0	162	431	1115	0	0	864	355
Grp Sat Flow(s),veh/h/ln				1755	0	1610	1810	1843	0	0	1843	1568
Q Serve(g_s), s				3.7	0.0	7.8	18.4	0.0	0.0	0.0	8.0	12.6
Cycle Q Clear(g_c), s				3.7	0.0	7.8	18.4	0.0	0.0	0.0	8.0	12.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	211	416	2765	0	0	2557	725
V/C Ratio(X)				0.38	0.00	0.77	1.04	0.40	0.00	0.00	0.34	0.49
Avail Cap(c_a), veh/h				807	0	370	416	2765	0	0	2557	725
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.53	0.53	0.00	0.00	0.70	0.70
Uniform Delay (d), s/veh				31.8	0.0	33.6	21.6	0.0	0.0	0.0	13.7	14.9
Incr Delay (d2), s/veh				0.5	0.0	5.7	41.7	0.2	0.0	0.0	0.3	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	7.1	9.6	0.1	0.0	0.0	3.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	0.0	39.3	63.3	0.2	0.0	0.0	13.9	16.6
LnGrp LOS				C	A	D	F	A	A	A	B	B
Approach Vol, veh/h					338			1546			1219	
Approach Delay, s/veh					35.7			17.8			14.7	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		64.9		15.1	23.0	41.9						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		9.8	20.4	14.6						
Green Ext Time (p_c), s		9.9		0.7	0.0	6.1						
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								

Timings
4: Raymond Av. & SR-91 EB Ramps



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	527	0	942	493	420	569
Future Volume (vph)	527	0	942	493	420	569
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	27.0	27.0	28.0	28.0	25.0	53.0
Total Split (%)	33.8%	33.8%	35.0%	35.0%	31.3%	66.3%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated




















Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	527	0	362	0	0	0	0	942	493	420	569	0
Future Volume (veh/h)	527	0	362	0	0	0	0	942	493	420	569	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	391	230	226				0	992	355	442	599	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	507	246	242				0	1498	464	461	2171	0
Arrive On Green	0.28	0.28	0.28				0.00	0.29	0.29	0.51	1.00	0.00
Sat Flow, veh/h	1810	880	865				0	5358	1607	1810	3705	0
Grp Volume(v), veh/h	391	0	456				0	992	355	442	599	0
Grp Sat Flow(s),veh/h/ln	1810	0	1744				0	1729	1607	1810	1805	0
Q Serve(g_s), s	15.9	0.0	20.4				0.0	13.5	16.1	18.7	0.0	0.0
Cycle Q Clear(g_c), s	15.9	0.0	20.4				0.0	13.5	16.1	18.7	0.0	0.0
Prop In Lane	1.00		0.50				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	488				0	1498	464	461	2171	0
V/C Ratio(X)	0.77	0.00	0.93				0.00	0.66	0.76	0.96	0.28	0.00
Avail Cap(c_a), veh/h	507	0	488				0	1498	464	461	2171	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	26.5	0.0	28.1				0.0	25.0	26.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	7.4	0.0	25.3				0.0	2.3	11.4	29.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	11.1				0.0	5.4	7.1	8.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	53.4				0.0	27.3	37.3	48.8	0.3	0.0
LnGrp LOS	C	A	D				A	C	D	D	A	A
Approach Vol, veh/h		847						1347			1041	
Approach Delay, s/veh		44.4						30.0			20.9	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.0	28.0	27.0	53.0								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	20.4	23.1	22.4	48.1								
Max Q Clear Time (g_c+I1), s	20.7	18.1	22.4	2.0								
Green Ext Time (p_c), s	0.0	3.7	0.0	6.3								

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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	6	39	16	14	39	41	19	385	16	24	248	13
Future Vol, veh/h	6	39	16	14	39	41	19	385	16	24	248	13
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	4	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	48	20	17	48	50	23	470	20	29	302	16

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	674	909	161	764	907	249	319	0	0	494	0	0
Stage 1	369	369	-	530	530	-	-	-	-	-	-	-
Stage 2	305	540	-	234	377	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*515	359	862	436	360	*955	1252	-	-	1274	-	-
Stage 1	*629	624	-	707	659	-	-	-	-	-	-	-
Stage 2	*901	652	-	754	619	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*422	343	860	367	343	*952	1251	-	-	1269	-	-
Mov Cap-2 Maneuver	*422	343	-	367	343	-	-	-	-	-	-	-
Stage 1	*617	609	-	691	644	-	-	-	-	-	-	-
Stage 2	*776	637	-	663	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	13.9	0.4	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1251	-	-	422	416	367	510	1269	-	-
HCM Lane V/C Ratio	0.019	-	-	0.017	0.161	0.047	0.191	0.023	-	-
HCM Control Delay (s)	7.9	-	-	13.7	15.3	15.3	13.7	7.9	-	-
HCM Lane LOS	A	-	-	B	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.6	0.1	0.7	0.1	-	-

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

Timings
6: Acacia Av. & Orangethorpe Av.

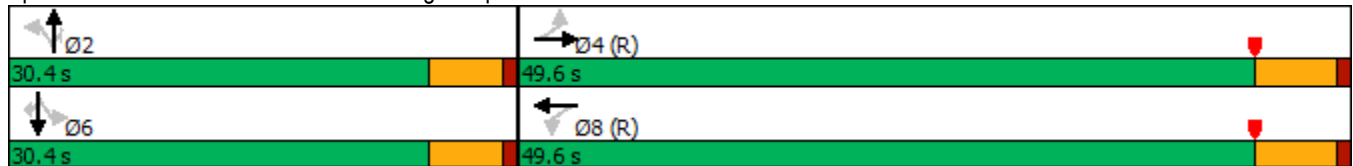


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	199	943	96	714	84	103	97	72	74	120
Future Volume (vph)	199	943	96	714	84	103	97	72	74	120
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	49.6	49.6	49.6	49.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%	38.0%	38.0%	38.0%	38.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

























Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	199	943	32	96	714	130	84	103	97	72	74	120
Future Volume (veh/h)	199	943	32	96	714	130	84	103	97	72	74	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	1036	35	105	785	139	92	113	40	79	81	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	485	3638	123	428	3127	549	239	293	247	216	293	243
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	615	5153	174	535	4429	778	1282	1900	1607	1252	1900	1577
Grp Volume(v), veh/h	219	695	376	105	611	313	92	113	40	79	81	43
Grp Sat Flow(s),veh/h/ln	615	1729	1869	535	1729	1749	1282	1900	1607	1252	1900	1577
Q Serve(g_s), s	15.8	5.9	5.9	7.2	5.1	5.1	5.5	4.3	1.7	4.8	3.0	1.9
Cycle Q Clear(g_c), s	21.0	5.9	5.9	13.1	5.1	5.1	8.5	4.3	1.7	9.1	3.0	1.9
Prop In Lane	1.00		0.09	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	485	2441	1319	428	2441	1235	239	293	247	216	293	243
V/C Ratio(X)	0.45	0.28	0.28	0.25	0.25	0.25	0.38	0.39	0.16	0.37	0.28	0.18
Avail Cap(c_a), veh/h	485	2441	1319	428	2441	1235	442	594	502	414	594	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	4.3	4.3	6.7	4.2	4.2	33.7	30.4	29.4	34.5	29.9	29.4
Incr Delay (d2), s/veh	0.9	0.1	0.2	1.4	0.2	0.5	1.0	0.8	0.3	1.0	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	1.5	0.8	1.2	1.3	1.7	1.9	0.7	1.5	1.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	4.4	4.5	8.1	4.4	4.7	34.7	31.3	29.7	35.6	30.4	29.8
LnGrp LOS	A	A	A	A	A	A	C	C	C	D	C	C
Approach Vol, veh/h		1290			1029			245			203	
Approach Delay, s/veh		5.2			4.9			32.3			32.3	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.7		62.3		17.7		62.3				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		43.8		25.0		43.8				
Max Q Clear Time (g_c+I1), s		10.5		23.0		11.1		15.1				
Green Ext Time (p_c), s		0.8		8.9		0.6		7.7				
Intersection Summary												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↵	↑↑↑			↔				
Traffic Vol, veh/h	0	1107	5	0	937	0	4	0	3	0	0	0
Future Vol, veh/h	0	1107	5	0	937	0	4	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1203	5	0	1018	0	4	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	1208	0	0	1613	2224	604
Stage 1	-	-	-	-	-	-	1206	1206	-
Stage 2	-	-	-	-	-	-	407	1018	-
Critical Hdwy	-	-	-	5.3	-	-	5.7	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6	5.5	-
Follow-up Hdwy	-	-	-	3.1	-	-	3.8	4	3.9
Pot Cap-1 Maneuver	0	-	-	830	-	0	*491	403	*679
Stage 1	0	-	-	-	-	0	*675	647	-
Stage 2	0	-	-	-	-	0	*741	669	-
Platoon blocked, %	-	-	-	1	-	-	1	1	1
Mov Cap-1 Maneuver	-	-	-	830	-	-	*491	0	*679
Mov Cap-2 Maneuver	-	-	-	-	-	-	*599	0	-
Stage 1	-	-	-	-	-	-	*675	0	-
Stage 2	-	-	-	-	-	-	*741	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	631	-	-	830	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

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

Timings
22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

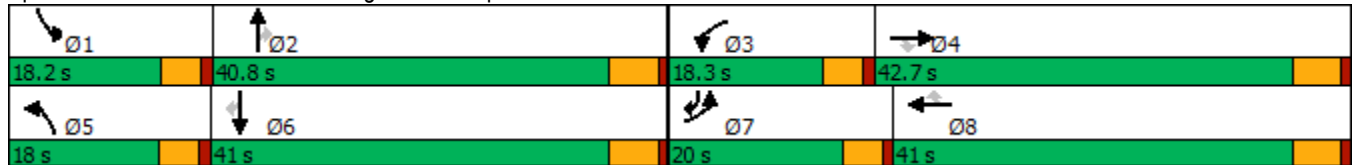
07/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	444	835	135	91	856	249	116	908	47	187	979	385
Future Volume (vph)	444	835	135	91	856	249	116	908	47	187	979	385
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated































Splits and Phases: 22: State College Bl. & Chapman Av.



HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	444	835	135	91	856	249	116	908	47	187	979	385
Future Volume (veh/h)	444	835	135	91	856	249	116	908	47	187	979	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	472	888	131	97	911	243	123	966	38	199	1041	338
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	478	1290	570	122	1042	458	151	1168	516	262	1137	713
Arrive On Green	0.14	0.36	0.36	0.07	0.29	0.29	0.08	0.32	0.32	0.07	0.31	0.31
Sat Flow, veh/h	3510	3610	1594	1810	3610	1587	1810	3610	1595	3510	3610	1567
Grp Volume(v), veh/h	472	888	131	97	911	243	123	966	38	199	1041	338
Grp Sat Flow(s),veh/h/ln	1755	1805	1594	1810	1805	1587	1810	1805	1595	1755	1805	1567
Q Serve(g_s), s	15.2	23.7	6.5	6.0	27.1	14.5	7.6	27.9	1.9	6.3	31.4	17.1
Cycle Q Clear(g_c), s	15.2	23.7	6.5	6.0	27.1	14.5	7.6	27.9	1.9	6.3	31.4	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	1290	570	122	1042	458	151	1168	516	262	1137	713
V/C Ratio(X)	0.99	0.69	0.23	0.79	0.87	0.53	0.82	0.83	0.07	0.76	0.92	0.47
Avail Cap(c_a), veh/h	478	1290	570	219	1137	500	215	1168	516	422	1137	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	31.0	25.4	51.9	38.2	33.8	51.0	35.3	26.5	51.3	37.3	21.7
Incr Delay (d2), s/veh	37.5	1.6	0.2	4.3	7.3	1.0	10.2	6.8	0.3	1.7	12.8	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	9.0	10.2	2.4	2.8	12.6	5.6	3.8	12.9	0.7	2.8	15.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	32.5	25.6	56.3	45.6	34.7	61.2	42.1	26.8	53.0	50.1	24.0
LnGrp LOS	F	C	C	E	D	C	E	D	C	D	D	C
Approach Vol, veh/h		1491			1251			1127			1578	
Approach Delay, s/veh		48.9			44.3			43.7			44.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	42.0	12.2	45.8	14.0	41.0	20.0	38.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+1), s	8.3	29.9	8.0	25.7	9.6	33.4	17.2	29.1				
Green Ext Time (p_c), s	0.2	2.9	0.0	4.8	0.0	1.6	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay			45.6									
HCM 6th LOS			D									

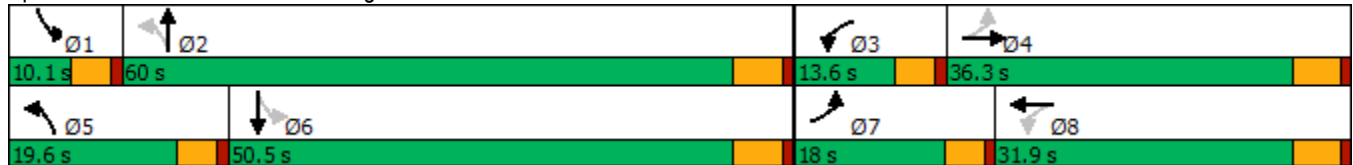


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	196	291	68	212	93	583	26	929
Future Volume (vph)	196	291	68	212	93	583	26	929
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	196	291	191	68	212	38	93	583	90	26	929	194
Future Volume (veh/h)	196	291	191	68	212	38	93	583	90	26	929	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	316	158	74	230	37	101	634	93	28	1010	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	450	219	216	383	61	280	1688	247	428	1543	306
Arrive On Green	0.12	0.19	0.19	0.05	0.12	0.12	0.05	0.54	0.54	0.03	0.52	0.52
Sat Flow, veh/h	1810	2328	1134	1810	3113	493	1810	3151	461	1810	2989	593
Grp Volume(v), veh/h	213	243	231	74	132	135	101	363	364	28	609	602
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1801	1810	1805	1808	1810	1805	1777
Q Serve(g_s), s	10.1	12.8	13.3	3.6	7.0	7.3	2.6	11.9	12.0	0.7	25.1	25.3
Cycle Q Clear(g_c), s	10.1	12.8	13.3	3.6	7.0	7.3	2.6	11.9	12.0	0.7	25.1	25.3
Prop In Lane	1.00		0.68	1.00		0.27	1.00		0.26	1.00		0.33
Lane Grp Cap(c), veh/h	343	349	320	216	222	222	280	967	968	428	932	917
V/C Ratio(X)	0.62	0.70	0.72	0.34	0.59	0.61	0.36	0.38	0.38	0.07	0.65	0.66
Avail Cap(c_a), veh/h	367	547	502	288	469	468	463	967	968	477	932	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	38.4	38.6	36.7	42.3	42.4	14.3	13.8	13.8	11.3	18.0	18.1
Incr Delay (d2), s/veh	1.9	2.5	3.1	0.3	2.5	2.7	0.3	1.1	1.1	0.0	3.6	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.7	5.5	1.6	3.2	3.3	1.0	4.8	4.8	0.3	10.5	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	40.9	41.6	37.0	44.8	45.1	14.6	14.9	14.9	11.3	21.6	21.7
LnGrp LOS	C	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		687			341			828			1239	
Approach Delay, s/veh		39.0			43.2			14.9			21.4	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	60.0	9.5	25.1	9.3	58.0	16.7	18.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+I1), s	2.7	14.0	5.6	15.3	4.6	27.3	12.1	9.3				
Green Ext Time (p_c), s	0.0	4.7	0.0	2.4	0.1	7.5	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				26.0								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵↵		↵↵↵		
Traffic Vol, veh/h	7	36	41	24	33	44	41	824	68	0	1046	26
Future Vol, veh/h	7	36	41	24	33	44	41	824	68	0	1046	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	37	42	24	34	45	42	841	69	0	1067	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1603	2078	547	1408	2057	458	1094	0	0	-	-	0
Stage 1	1081	1081	-	963	963	-	-	-	-	-	-	-
Stage 2	522	997	-	445	1094	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	-	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	*446	*173	416	*669	*180	*750	358	-	-	0	-	-
Stage 1	*181	*296	-	*678	*619	-	-	-	-	0	-	-
Stage 2	*678	*619	-	*535	*292	-	-	-	-	0	-	-
Platoon blocked, %	1	1		1	1	1		-	-	-	-	-
Mov Cap-1 Maneuver	*336	*152	416	*482	*158	*748	358	-	-	-	-	-
Mov Cap-2 Maneuver	-1621	*235	-*	-461	*212	-	-	-	-	-	-	-
Stage 1	*160	*296	-	*597	*545	-	-	-	-	-	-	-
Stage 2	*528	*545	-	*421	*292	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3		0.7	0
HCM LOS	C	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	358	-	-	+	306	+	359	-	-
HCM Lane V/C Ratio	0.117	-	-	-	0.257	-	0.219	-	-
HCM Control Delay (s)	16.4	-	-	2.8	20.8	-	17.8	-	-
HCM Lane LOS	C	-	-	A	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1	-	0.8	-	-

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

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	0	0	0	21	0	5	0	928	45	25	1086	0
Future Vol, veh/h	0	0	0	21	0	5	0	928	45	25	1086	0
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	21	0	5	0	937	45	25	1097	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1616	2131	551	1453	2109	493	1097	0	0	984	0	0
Stage 1	1147	1147	-	962	962	-	-	-	-	-	-	-
Stage 2	469	984	-	491	1147	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*518	*177	414	*655	*185	*724	357	-	-	*1088	-	-
Stage 1	*163	*276	-	*655	*598	-	-	-	-	-	-	-
Stage 2	*655	*598	-	*502	*276	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*506	*173	413	*641	*180	*723	357	-	-	*1086	-	-
Mov Cap-2 Maneuver	*630	*229	-	*598	*232	-	-	-	-	-	-	-
Stage 1	*163	*270	-	*654	*597	-	-	-	-	-	-	-
Stage 2	*651	*597	-	*490	*270	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.1	0	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	357	-	-	-	619	* 1086	-	-
HCM Lane V/C Ratio	-	-	-	-	0.042	0.023	-	-
HCM Control Delay (s)	0	-	-	0	11.1	8.4	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-

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

Timings
26: State College Bl. & Orangethorpe Av.

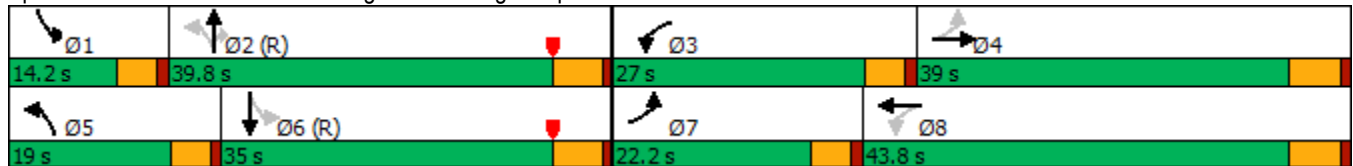


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	217	686	209	566	245	664	93	104	891
Future Volume (vph)	217	686	209	566	245	664	93	104	891
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	686	222	209	566	79	245	664	93	104	891	113
Future Volume (veh/h)	217	686	222	209	566	79	245	664	93	104	891	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	231	730	200	222	602	66	261	706	64	111	948	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	912	247	294	1052	114	373	1595	709	371	1868	202
Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.10	0.44	0.44	0.05	0.39	0.39
Sat Flow, veh/h	1810	4056	1098	1810	4747	515	1810	3610	1606	1810	4746	514
Grp Volume(v), veh/h	231	621	309	222	437	231	261	706	64	111	690	361
Grp Sat Flow(s),veh/h/ln	1810	1729	1695	1810	1729	1803	1810	1805	1606	1810	1729	1802
Q Serve(g_s), s	11.7	20.4	20.7	11.2	13.5	13.7	9.9	16.3	2.8	4.3	18.1	18.2
Cycle Q Clear(g_c), s	11.7	20.4	20.7	11.2	13.5	13.7	9.9	16.3	2.8	4.3	18.1	18.2
Prop In Lane	1.00		0.65	1.00		0.29	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	351	778	381	294	767	400	373	1595	709	371	1361	709
V/C Ratio(X)	0.66	0.80	0.81	0.76	0.57	0.58	0.70	0.44	0.09	0.30	0.51	0.51
Avail Cap(c_a), veh/h	409	957	469	430	1095	571	409	1595	709	422	1361	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	43.9	44.1	32.9	41.6	41.7	20.1	23.2	19.5	20.2	27.6	27.6
Incr Delay (d2), s/veh	1.9	4.0	8.5	1.9	0.6	1.2	3.6	0.9	0.2	0.2	1.4	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	5.1	8.9	9.3	4.9	5.7	6.1	4.3	6.9	1.0	1.8	7.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	47.9	52.6	34.9	42.2	42.9	23.7	24.1	19.7	20.4	28.9	30.2
LnGrp LOS	C	D	D	C	D	D	C	C	B	C	C	C
Approach Vol, veh/h		1161			890			1031			1162	
Approach Delay, s/veh		46.2			40.6			23.7			28.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	58.4	18.0	32.8	16.6	52.6	18.4	32.4				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0				
Max Q Clear Time (g_c+1), s	6.3	18.3	13.2	22.7	11.9	20.2	13.7	15.7				
Green Ext Time (p_c), s	0.0	4.3	0.2	4.1	0.1	4.4	0.1	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				34.7								
HCM 6th LOS				C								

Timings
27: State College Bl. & SR-91 WB Ramps

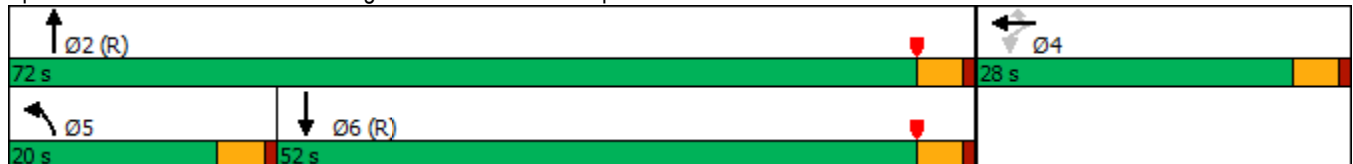


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↕	↷	↶↷	↑↑↑	↑↑↑↷
Traffic Volume (vph)	178	0	443	270	722	842
Future Volume (vph)	178	0	443	270	722	842
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶↷	↶↷↶			↶↷↶	
Traffic Volume (veh/h)	0	0	0	178	0	443	270	722	0	0	842	697
Future Volume (veh/h)	0	0	0	178	0	443	270	722	0	0	842	697
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				125	0	451	284	760	0	0	886	611
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				308	0	548	368	3838	0	0	2041	929
Arrive On Green				0.17	0.00	0.17	0.03	0.24	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1810	0	3220	3510	5358	0	0	3629	1574
Grp Volume(v), veh/h				125	0	451	284	760	0	0	886	611
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1729	1574
Q Serve(g_s), s				6.2	0.0	13.5	8.0	11.6	0.0	0.0	14.1	26.0
Cycle Q Clear(g_c), s				6.2	0.0	13.5	8.0	11.6	0.0	0.0	14.1	26.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				308	0	548	368	3838	0	0	2041	929
V/C Ratio(X)				0.41	0.00	0.82	0.77	0.20	0.00	0.00	0.43	0.66
Avail Cap(c_a), veh/h				425	0	757	544	3838	0	0	2041	929
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	0.70	0.70
Uniform Delay (d), s/veh				37.0	0.0	40.0	47.1	14.2	0.0	0.0	11.3	13.7
Incr Delay (d2), s/veh				0.9	0.0	5.3	3.6	0.1	0.0	0.0	0.5	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	11.9	3.8	5.0	0.0	0.0	4.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.9	0.0	45.3	50.7	14.3	0.0	0.0	11.8	16.3
LnGrp LOS				D	A	D	D	B	A	A	B	B
Approach Vol, veh/h					576			1044			1497	
Approach Delay, s/veh					43.7			24.2			13.6	
Approach LOS					D			C			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		78.5		21.5	15.0	63.5						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		13.6		15.5	10.0	28.0						
Green Ext Time (p_c), s		8.6		1.5	0.5	13.0						

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
28: State College Bl. & SR-91 EB Ramps

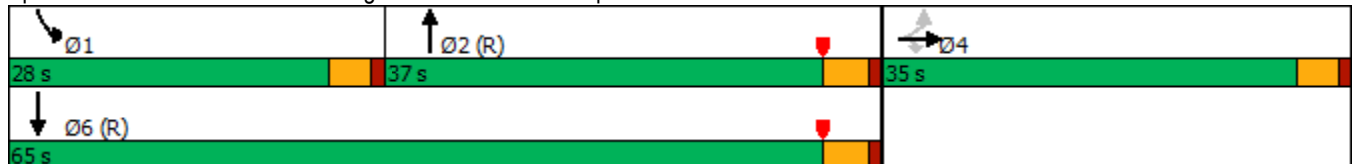


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	471	0	190	521	396	624
Future Volume (vph)	471	0	190	521	396	624
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated





















Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 28: State College Bl. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	471	0	190	0	0	0	0	521	382	396	624	0
Future Volume (veh/h)	471	0	190	0	0	0	0	521	382	396	624	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	507	0	45				0	537	253	408	643	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	626	0	278				0	1935	880	491	3839	0
Arrive On Green	0.17	0.00	0.17				0.00	0.56	0.56	0.28	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	3637	1576	3510	5358	0
Grp Volume(v), veh/h	507	0	45				0	536	254	408	643	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1584	1755	1729	0
Q Serve(g_s), s	13.5	0.0	2.4				0.0	8.1	8.4	10.9	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	2.4				0.0	8.1	8.4	10.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	626	0	278				0	1930	884	491	3839	0
V/C Ratio(X)	0.81	0.00	0.16				0.00	0.28	0.29	0.83	0.17	0.00
Avail Cap(c_a), veh/h	1115	0	496				0	1930	884	835	3839	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	39.8	0.0	35.2				0.0	11.6	11.6	34.9	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.3				0.0	0.4	0.8	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	1.0				0.0	2.9	2.9	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	35.5				0.0	11.9	12.4	37.9	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		552						790			1051	
Approach Delay, s/veh		41.8						12.1			14.8	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	18.2	60.3	21.5	78.5								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	12.9	10.4	15.5	2.0								
Green Ext Time (p_c), s	1.1	7.1	1.8	7.0								

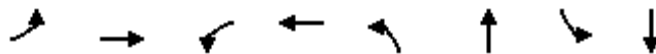
Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Placentia Av. & Kimberly Av.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	18	22	6	29	545	37	820
Future Volume (vph)	76	18	22	6	29	545	37	820
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 29: Placentia Av. & Kimberly Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	76	18	10	22	6	26	29	545	54	37	820	85
Future Volume (veh/h)	76	18	10	22	6	26	29	545	54	37	820	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	20	5	25	7	7	33	619	53	42	932	96
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	178	44	234	105	105	57	2232	191	66	2208	227
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.66	0.66	0.04	0.67	0.67
Sat Flow, veh/h	1409	1466	366	1401	867	867	1810	3363	288	1810	3303	340
Grp Volume(v), veh/h	86	0	25	25	0	14	33	332	340	42	509	519
Grp Sat Flow(s),veh/h/ln	1409	0	1832	1401	0	1734	1810	1805	1846	1810	1805	1838
Q Serve(g_s), s	5.1	0.0	1.1	1.4	0.0	0.6	1.6	6.7	6.7	2.0	11.5	11.5
Cycle Q Clear(g_c), s	5.7	0.0	1.1	2.5	0.0	0.6	1.6	6.7	6.7	2.0	11.5	11.5
Prop In Lane	1.00		0.20	1.00		0.50	1.00		0.16	1.00		0.19
Lane Grp Cap(c), veh/h	242	0	222	234	0	210	57	1198	1225	66	1207	1229
V/C Ratio(X)	0.36	0.00	0.11	0.11	0.00	0.07	0.58	0.28	0.28	0.64	0.42	0.42
Avail Cap(c_a), veh/h	617	0	709	626	0	695	234	1198	1225	234	1207	1229
HCM Platoon Ratio	1.00	1.00	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	36.9	0.0	34.6	35.7	0.0	34.4	42.2	6.1	6.1	42.0	6.8	6.8
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.2	0.0	0.1	3.5	0.6	0.6	3.8	1.1	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	1.7	0.0	0.5	0.5	0.0	0.3	0.7	2.2	2.2	0.9	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	34.8	35.9	0.0	34.5	45.7	6.7	6.7	45.7	7.8	7.8
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		111			39			705			1070	
Approach Delay, s/veh		37.1			35.4			8.5			9.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	64.0		16.5	7.4	64.4		16.5				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	4.0	8.7		7.7	3.6	13.5		4.5				
Green Ext Time (p_c), s	0.0	4.3		0.3	0.0	7.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

Timings
30: Placentia Av. & Orangethorpe Av.

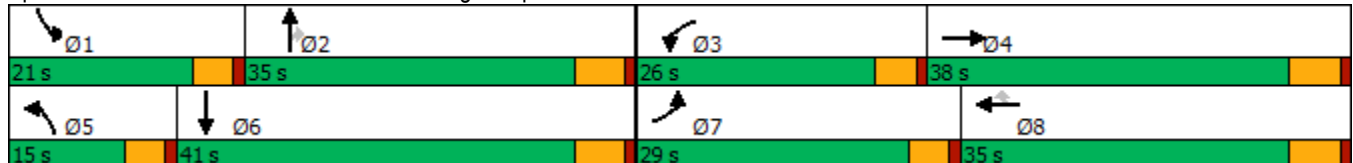


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↗	↘	↗↗	↗	↘↘	↗↗
Traffic Volume (vph)	176	622	99	550	272	43	256	124	211	306
Future Volume (vph)	176	622	99	550	272	43	256	124	211	306
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗	↗	↗	↗↗	↗	↗↗	↗↗	↗↗
Traffic Volume (veh/h)	176	622	21	99	550	272	43	256	124	211	306	307
Future Volume (veh/h)	176	622	21	99	550	272	43	256	124	211	306	307
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	699	20	111	618	0	48	288	100	237	344	280
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	2035	58	142	1765		72	717	315	323	478	382
Arrive On Green	0.13	0.39	0.39	0.08	0.34	0.00	0.04	0.20	0.20	0.09	0.25	0.25
Sat Flow, veh/h	1810	5181	148	1810	5187	1610	1810	3610	1583	3510	1905	1523
Grp Volume(v), veh/h	198	466	253	111	618	0	48	288	100	237	326	298
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1805	1583	1755	1805	1624
Q Serve(g_s), s	9.2	8.1	8.1	5.2	7.7	0.0	2.2	6.0	4.6	5.6	14.1	14.5
Cycle Q Clear(g_c), s	9.2	8.1	8.1	5.2	7.7	0.0	2.2	6.0	4.6	5.6	14.1	14.5
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	237	1359	735	142	1765		72	717	315	323	453	407
V/C Ratio(X)	0.83	0.34	0.34	0.78	0.35		0.67	0.40	0.32	0.73	0.72	0.73
Avail Cap(c_a), veh/h	515	1359	735	451	1765		219	1246	546	671	749	674
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	18.3	18.3	38.8	21.2	0.0	40.6	29.9	29.4	37.9	29.4	29.5
Incr Delay (d2), s/veh	2.9	0.7	1.3	3.5	0.5	0.0	3.9	0.4	0.6	1.2	2.2	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	3.1	3.5	2.3	3.0	0.0	1.0	2.5	1.7	2.4	6.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	19.0	19.6	42.3	21.7	0.0	44.6	30.3	30.0	39.2	31.5	32.0
LnGrp LOS	D	B	B	D	C		D	C	C	D	C	C
Approach Vol, veh/h		917			729	A		436			861	
Approach Delay, s/veh		23.5			24.9			31.8			33.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	22.4	11.3	39.5	8.0	26.9	15.9	35.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+I1), s	7.6	8.0	7.2	10.1	4.2	16.5	11.2	9.7				
Green Ext Time (p_c), s	0.3	2.0	0.1	4.2	0.0	3.6	0.2	3.8				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

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

Timings
31: Orangethorpe Av. & SR-57 SB Ramps

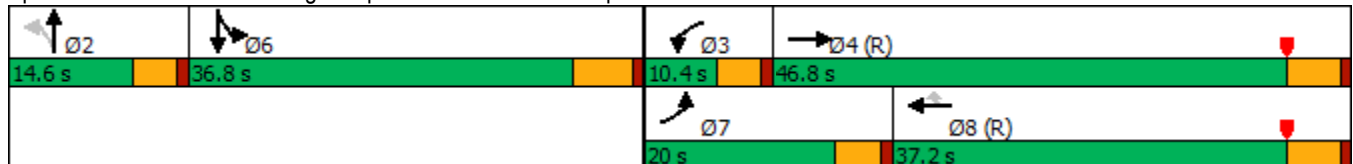


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗↘	↖	↗↗↗	↖		↕	↖	↕
Traffic Volume (vph)	184	785	10	832	562	1	9	267	0
Future Volume (vph)	184	785	10	832	562	1	9	267	0
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	14.6	14.6	36.8	36.8
Total Split (%)	18.4%	43.1%	9.6%	34.3%	34.3%	13.4%	13.4%	33.9%	33.9%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 108.6
 Actuated Cycle Length: 108.6
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	184	785	1	10	832	562	1	9	32	267	0	147
Future Volume (veh/h)	184	785	1	10	832	562	1	9	32	267	0	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	853	1	11	904	0	1	10	30	218	101	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	266	2998	4	24	2580		3	27	80	315	122	177
Arrive On Green	0.08	0.56	0.56	0.01	0.50	0.00	0.07	0.07	0.07	0.17	0.17	0.17
Sat Flow, veh/h	3510	5351	6	1810	5187	1610	41	409	1227	1810	701	1014
Grp Volume(v), veh/h	200	551	303	11	904	0	41	0	0	218	0	247
Grp Sat Flow(s),veh/h/ln	1755	1729	1899	1810	1729	1610	1677	0	0	1810	0	1715
Q Serve(g_s), s	6.1	9.1	9.1	0.7	11.6	0.0	2.6	0.0	0.0	12.3	0.0	15.1
Cycle Q Clear(g_c), s	6.1	9.1	9.1	0.7	11.6	0.0	2.6	0.0	0.0	12.3	0.0	15.1
Prop In Lane	1.00		0.00	1.00		1.00	0.02		0.73	1.00		0.59
Lane Grp Cap(c), veh/h	266	1937	1064	24	2580		109	0	0	315	0	299
V/C Ratio(X)	0.75	0.28	0.28	0.47	0.35		0.37	0.00	0.00	0.69	0.00	0.83
Avail Cap(c_a), veh/h	496	1937	1064	96	2580		154	0	0	515	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.57	0.57	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	12.5	12.5	53.4	16.7	0.0	48.8	0.0	0.0	42.2	0.0	43.4
Incr Delay (d2), s/veh	1.5	0.3	0.6	3.0	0.2	0.0	2.1	0.0	0.0	2.7	0.0	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	2.7	3.4	3.8	0.3	4.4	0.0	1.1	0.0	0.0	5.5	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	12.9	13.1	56.5	16.9	0.0	50.9	0.0	0.0	44.9	0.0	49.4
LnGrp LOS	D	B	B	E	B		D	A	A	D	A	D
Approach Vol, veh/h		1054			915	A		41				465
Approach Delay, s/veh		20.2			17.4			50.9				47.3
Approach LOS		C			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	6.0	66.5		24.8	12.9	59.6				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		10.0	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		4.6	2.7	11.1		17.1	8.1	13.6				
Green Ext Time (p_c), s		0.0	0.0	5.8		1.7	0.2	5.7				

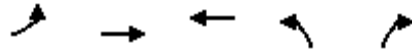
Intersection Summary

HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: SR-57 NB Ramps & Orangethorpe Av.

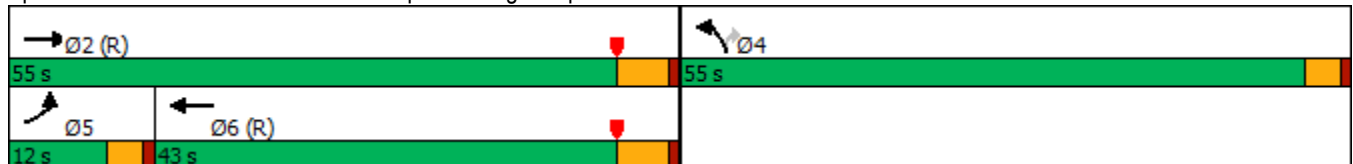


Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations	↗↗	↑↑↑	↑↑↑↔	↖↖	↗
Traffic Volume (vph)	136	948	1115	289	606
Future Volume (vph)	136	948	1115	289	606
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	32.0	32.0
Total Split (s)	12.0	55.0	43.0	55.0	55.0
Total Split (%)	10.9%	50.0%	39.1%	50.0%	50.0%
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated


























Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 		 			
Traffic Volume (veh/h)	136	948	0	0	1115	292	289	0	606	0	0	0
Future Volume (veh/h)	136	948	0	0	1115	292	289	0	606	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	0	1900			
Adj Flow Rate, veh/h	148	1030	0	0	1212	317	314	0	659			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	209	2502	0	0	1561	408	1520	0	697			
Arrive On Green	0.06	0.48	0.00	0.00	0.39	0.39	0.43	0.00	0.43			
Sat Flow, veh/h	3510	5358	0	0	4210	1056	3510	0	1610			
Grp Volume(v), veh/h	148	1030	0	0	1038	491	314	0	659			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1637	1755	0	1610			
Q Serve(g_s), s	4.6	14.1	0.0	0.0	28.9	28.9	6.1	0.0	43.2			
Cycle Q Clear(g_c), s	4.6	14.1	0.0	0.0	28.9	28.9	6.1	0.0	43.2			
Prop In Lane	1.00		0.00	0.00		0.65	1.00		1.00			
Lane Grp Cap(c), veh/h	209	2502	0	0	1337	633	1520	0	697			
V/C Ratio(X)	0.71	0.41	0.00	0.00	0.78	0.78	0.21	0.00	0.94			
Avail Cap(c_a), veh/h	255	2502	0	0	1337	633	1628	0	747			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.8	18.4	0.0	0.0	29.6	29.6	19.4	0.0	29.9			
Incr Delay (d2), s/veh	6.4	0.5	0.0	0.0	4.5	9.1	0.1	0.0	20.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	5.4	0.0	0.0	12.2	12.4	2.4	0.0	35.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	18.9	0.0	0.0	34.1	38.7	19.5	0.0	50.1			
LnGrp LOS	E	B	A	A	C	D	B	A	D			
Approach Vol, veh/h		1178			1529			973				
Approach Delay, s/veh		23.7			35.5			40.2				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		58.4		51.6	10.5	47.8						
Change Period (Y+Rc), s		5.3		4.0	4.0	5.3						
Max Green Setting (Gmax), s		49.7		51.0	8.0	37.7						
Max Q Clear Time (g_c+I1), s		16.1		45.2	6.6	30.9						
Green Ext Time (p_c), s		15.1		2.4	0.1	5.9						
Intersection Summary												
HCM 6th Ctrl Delay				33.0								
HCM 6th LOS				C								

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	2	0	28	50	0	58	12	1036	28	37	774	3
Future Vol, veh/h	2	0	28	50	0	58	12	1036	28	37	774	3
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	30	54	0	62	13	1114	30	40	832	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1500	2084	418	1651	-	575	835	0	0	1144	0	0
Stage 1	914	914	-	1155	-	-	-	-	-	-	-	-
Stage 2	586	1170	-	496	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*251	74	589	168	0	*673	807	-	-	*1011	-	-
Stage 1	*298	355	-	623	0	-	-	-	-	-	-	-
Stage 2	*635	535	-	529	0	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1		1		-	-	1	-	-
Mov Cap-1 Maneuver	*207	66	589	145	-	*671	807	-	-	*1011	-	-
Mov Cap-2 Maneuver	*245	206	-	299	-	-	-	-	-	-	-	-
Stage 1	*285	329	-	595	-	-	-	-	-	-	-	-
Stage 2	*548	511	-	465	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		15		0.3		0.7	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	539	299	671	*1011	-	-
HCM Lane V/C Ratio	0.016	-	-	0.06	0.18	0.093	0.039	-	-
HCM Control Delay (s)	9.5	0.2	-	12.1	19.7	10.9	8.7	0.3	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.3	0.1	-	-

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

Timings
2: Raymond Av. & Orangethorpe Av.

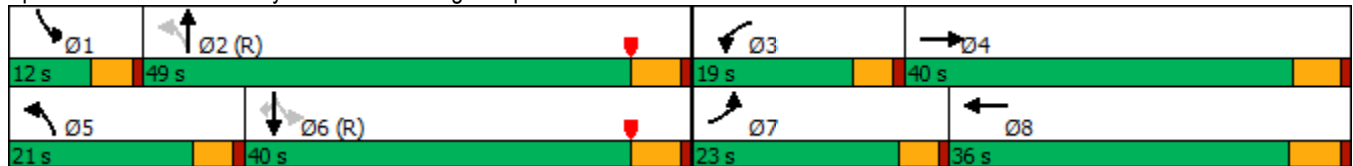


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑↓	↘↘	↑↑↑	↘	↑↓	↘	↑↑	↘
Traffic Volume (vph)	183	967	287	932	234	761	93	668	195
Future Volume (vph)	183	967	287	932	234	761	93	668	195
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↓		↘↗	↑↑↓		↗	↑↓		↘	↑↑	↗
Traffic Volume (veh/h)	183	967	286	287	932	134	234	761	221	93	668	195
Future Volume (veh/h)	183	967	286	287	932	134	234	761	221	93	668	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	1007	259	299	971	111	244	793	225	97	696	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1134	291	351	1201	137	374	1122	318	242	1277	561
Arrive On Green	0.12	0.28	0.28	0.20	0.51	0.51	0.10	0.41	0.41	0.05	0.35	0.35
Sat Flow, veh/h	1810	4111	1056	3510	4711	537	1810	2766	785	1810	3610	1586
Grp Volume(v), veh/h	191	847	419	299	712	370	244	517	501	97	696	148
Grp Sat Flow(s),veh/h/ln	1810	1729	1709	1755	1729	1791	1810	1805	1746	1810	1805	1586
Q Serve(g_s), s	12.4	28.2	28.2	9.9	20.6	20.7	9.9	28.7	28.7	4.1	18.5	8.0
Cycle Q Clear(g_c), s	12.4	28.2	28.2	9.9	20.6	20.7	9.9	28.7	28.7	4.1	18.5	8.0
Prop In Lane	1.00		0.62	1.00		0.30	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	219	954	471	351	882	456	374	732	708	242	1277	561
V/C Ratio(X)	0.87	0.89	0.89	0.85	0.81	0.81	0.65	0.71	0.71	0.40	0.54	0.26
Avail Cap(c_a), veh/h	277	997	493	421	882	456	439	732	708	265	1277	561
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.94	0.94	0.94	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.7	41.7	47.1	27.0	27.0	22.2	29.7	29.7	25.2	31.0	27.6
Incr Delay (d2), s/veh	18.2	9.6	17.4	11.0	5.3	10.0	1.3	4.6	4.7	0.4	1.7	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	6.7	12.9	13.8	4.3	6.4	7.3	4.2	12.9	12.5	1.7	8.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	51.3	59.1	58.2	32.3	37.0	23.5	34.3	34.5	25.6	32.7	28.8
LnGrp LOS	E	D	E	E	C	D	C	C	C	C	C	C
Approach Vol, veh/h		1457			1381			1262			941	
Approach Delay, s/veh		56.0			39.1			32.3			31.4	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	54.1	16.6	38.9	16.6	47.9	19.1	36.4				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+I1), s	6.1	30.7	11.9	30.2	11.9	20.5	14.4	22.7				
Green Ext Time (p_c), s	0.0	5.2	0.2	2.8	0.1	4.3	0.1	3.8				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

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

Timings
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↕	↕↕↕	↖
Traffic Volume (vph)	226	393	310	933	837	654
Future Volume (vph)	226	393	310	933	837	654
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)	23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)	28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated



















Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	226	0	393	310	933	0	0	837	654
Future Volume (veh/h)	0	0	0	226	0	393	310	933	0	0	837	654
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	0	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				246	0	151	337	1014	0	0	910	461
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				445	0	204	370	2723	0	0	2555	773
Arrive On Green				0.13	0.00	0.13	0.41	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3510	0	1610	1810	3705	0	0	5358	1570
Grp Volume(v), veh/h				246	0	151	337	1014	0	0	910	461
Grp Sat Flow(s),veh/h/ln				1755	0	1610	1810	1805	0	0	1729	1570
Q Serve(g_s), s				5.3	0.0	7.2	14.0	0.0	0.0	0.0	8.6	16.9
Cycle Q Clear(g_c), s				5.3	0.0	7.2	14.0	0.0	0.0	0.0	8.6	16.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				445	0	204	370	2723	0	0	2555	773
V/C Ratio(X)				0.55	0.00	0.74	0.91	0.37	0.00	0.00	0.36	0.60
Avail Cap(c_a), veh/h				807	0	370	416	2723	0	0	2555	773
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				32.8	0.0	33.7	23.0	0.0	0.0	0.0	12.5	14.6
Incr Delay (d2), s/veh				1.1	0.0	5.2	18.6	0.3	0.0	0.0	0.3	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	6.6	6.1	0.1	0.0	0.0	3.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.9	0.0	38.8	41.6	0.3	0.0	0.0	12.8	17.0
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					397			1351			1371	
Approach Delay, s/veh					35.8			10.6			14.2	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		65.3		14.7	21.0	44.3						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		9.2	16.0	18.9						
Green Ext Time (p_c), s		8.6		0.9	0.3	5.4						
Intersection Summary												
HCM 6th Ctrl Delay				15.4								
HCM 6th LOS				B								

Timings
4: Raymond Av. & SR-91 EB Ramps

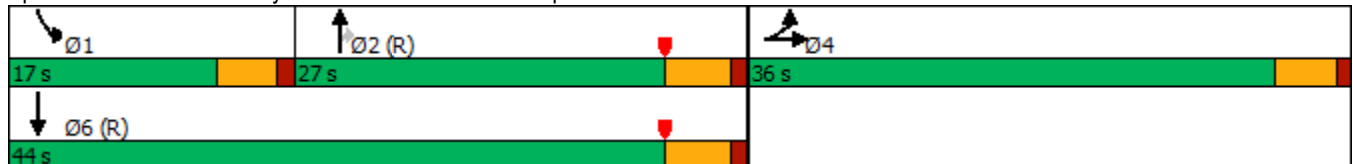


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	449	4	793	226	311	753
Future Volume (vph)	449	4	793	226	311	753
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	36.0	36.0	27.0	27.0	17.0	44.0
Total Split (%)	45.0%	45.0%	33.8%	33.8%	21.3%	55.0%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated




















Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	449	4	511	0	0	0	0	793	226	311	753	0
Future Volume (veh/h)	449	4	511	0	0	0	0	793	226	311	753	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	386	118	301				0	826	154	324	784	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	543	142	363				0	1996	592	280	2098	0
Arrive On Green	0.30	0.30	0.30				0.00	0.37	0.37	0.31	1.00	0.00
Sat Flow, veh/h	1810	474	1209				0	5510	1606	1810	3705	0
Grp Volume(v), veh/h	386	0	419				0	826	154	324	784	0
Grp Sat Flow(s),veh/h/ln	1810	0	1682				0	1805	1606	1810	1805	0
Q Serve(g_s), s	15.2	0.0	18.6				0.0	9.1	5.4	12.4	0.0	0.0
Cycle Q Clear(g_c), s	15.2	0.0	18.6				0.0	9.1	5.4	12.4	0.0	0.0
Prop In Lane	1.00		0.72				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	543	0	505				0	1996	592	280	2098	0
V/C Ratio(X)	0.71	0.00	0.83				0.00	0.41	0.26	1.16	0.37	0.00
Avail Cap(c_a), veh/h	710	0	660				0	1996	592	280	2098	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	24.9	0.0	26.1				0.0	18.8	17.6	27.6	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	7.3				0.0	0.6	1.1	100.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	7.7				0.0	3.6	2.0	11.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	33.4				0.0	19.5	18.7	127.7	0.5	0.0
LnGrp LOS	C	A	C				A	B	B	F	A	A
Approach Vol, veh/h		805						980			1108	
Approach Delay, s/veh		30.6						19.3			37.7	
Approach LOS		C						B			D	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.0	34.4	28.6	51.4								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	12.4	22.1	31.4	39.1								
Max Q Clear Time (g_c+I1), s	14.4	11.1	20.6	2.0								
Green Ext Time (p_c), s	0.0	5.6	3.4	8.6								

Intersection Summary

HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

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	21	58	21	11	35	17	17	265	17	45	324	15
Future Vol, veh/h	21	58	21	11	35	17	17	265	17	45	324	15
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	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	68	25	13	41	20	20	312	20	53	381	18

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	713	868	200	693	867	166	399	0	0	332	0	0
Stage 1	496	496	-	362	362	-	-	-	-	-	-	-
Stage 2	217	372	-	331	505	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*407	341	814	421	342	*1006	1171	-	-	1376	-	-
Stage 1	*529	549	-	784	721	-	-	-	-	-	-	-
Stage 2	*949	713	-	662	544	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*345	322	814	328	323	*1006	1171	-	-	1376	-	-
Mov Cap-2 Maneuver	*345	322	-	328	323	-	-	-	-	-	-	-
Stage 1	*520	528	-	770	709	-	-	-	-	-	-	-
Stage 2	*861	701	-	537	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.1	15.4	0.5	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	345	384	328	415	1376	-	-
HCM Lane V/C Ratio	0.017	-	-	0.072	0.242	0.039	0.147	0.038	-	-
HCM Control Delay (s)	8.1	-	-	16.2	17.3	16.4	15.2	7.7	-	-
HCM Lane LOS	A	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.9	0.1	0.5	0.1	-	-

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

Timings
6: Acacia Av. & Orangethorpe Av.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	106	1248	112	957	75	94	106	118	124	138
Future Volume (vph)	106	1248	112	957	75	94	106	118	124	138
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	59.6	59.6	59.6	59.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	66.2%	66.2%	66.2%	66.2%	33.8%	33.8%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated


























Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	106	1248	124	112	957	72	75	94	106	118	124	138
Future Volume (veh/h)	106	1248	124	112	957	72	75	94	106	118	124	138
Initial Q (Qb), veh	0	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		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	1357	134	122	1040	71	82	102	48	128	135	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	395	3323	328	285	3435	234	224	348	291	252	348	292
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	515	4798	474	359	4959	338	1195	1900	1589	1257	1900	1597
Grp Volume(v), veh/h	115	978	513	122	725	386	82	102	48	128	135	65
Grp Sat Flow(s),veh/h/ln	515	1729	1814	359	1729	1839	1195	1900	1589	1257	1900	1597
Q Serve(g_s), s	10.1	10.9	10.9	19.9	7.3	7.4	5.8	4.2	2.3	8.8	5.6	3.1
Cycle Q Clear(g_c), s	17.4	10.9	10.9	30.8	7.3	7.4	11.5	4.2	2.3	13.0	5.6	3.1
Prop In Lane	1.00		0.26	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	2395	1257	285	2395	1274	224	348	291	252	348	292
V/C Ratio(X)	0.29	0.41	0.41	0.43	0.30	0.30	0.37	0.29	0.17	0.51	0.39	0.22
Avail Cap(c_a), veh/h	395	2395	1257	285	2395	1274	337	528	441	371	528	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	5.9	5.9	12.5	5.4	5.4	37.4	31.7	31.0	37.3	32.3	31.3
Incr Delay (d2), s/veh	0.7	0.2	0.4	4.6	0.3	0.6	1.0	0.5	0.3	1.6	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	3.1	1.7	2.0	2.2	1.7	1.9	0.9	2.7	2.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	6.1	6.3	17.2	5.7	6.0	38.4	32.2	31.2	38.9	33.0	31.7
LnGrp LOS	A	A	A	B	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1606			1233			232			328	
Approach Delay, s/veh		6.4			6.9			34.2			35.1	
Approach LOS		A			A			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.9		68.1		21.9		68.1				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		53.8		25.0		53.8				
Max Q Clear Time (g_c+I1), s		13.5		19.4		15.0		32.8				
Green Ext Time (p_c), s		0.7		14.4		0.9		9.3				
Intersection Summary												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑	↑↑↑			↔				
Traffic Vol, veh/h	0	1473	0	0	1141	0	0	0	0	0	0	0
Future Vol, veh/h	0	1473	0	0	1141	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1601	0	0	1240	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	1601	0	0	2097	2841	801
Stage 1	-	-	-	-	-	-	1601	1601	-
Stage 2	-	-	-	-	-	-	496	1240	-
Critical Hdwy	-	-	-	5.3	-	-	5.7	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6	5.5	-
Follow-up Hdwy	-	-	-	3.1	-	-	3.8	4	3.9
Pot Cap-1 Maneuver	0	-	-	*744	-	0	*373	*245	*592
Stage 1	0	-	-	-	-	0	*607	*577	-
Stage 2	0	-	-	-	-	0	*674	*641	-
Platoon blocked, %		-	-	1	-		1	1	1
Mov Cap-1 Maneuver	-	-	-	*744	-	-	*373	*0	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-	*520	*0	-
Stage 1	-	-	-	-	-	-	*607	*0	-
Stage 2	-	-	-	-	-	-	*674	*0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	*744	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

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

Timings
22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

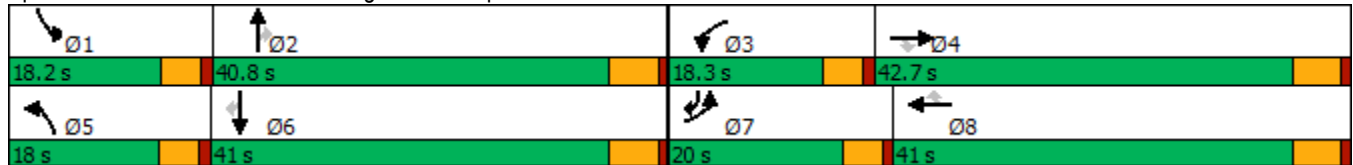
07/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	791	134	147	991	196	182	672	81	232	898	491
Future Volume (vph)	372	791	134	147	991	196	182	672	81	232	898	491
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated































Splits and Phases: 22: State College Bl. & Chapman Av.

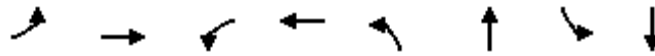


HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	372	791	134	147	991	196	182	672	81	232	898	491
Future Volume (veh/h)	372	791	134	147	991	196	182	672	81	232	898	491
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		0.97	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	388	824	115	153	1032	153	190	700	58	242	935	468
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1169	515	180	1074	465	203	1169	512	301	1074	669
Arrive On Green	0.13	0.32	0.32	0.10	0.30	0.30	0.11	0.32	0.32	0.09	0.30	0.30
Sat Flow, veh/h	3510	3610	1592	1810	3610	1561	1810	3610	1580	3510	3610	1570
Grp Volume(v), veh/h	388	824	115	153	1032	153	190	700	58	242	935	468
Grp Sat Flow(s),veh/h/ln	1755	1805	1592	1810	1805	1561	1810	1805	1580	1755	1805	1570
Q Serve(g_s), s	13.0	23.9	6.3	10.0	33.6	9.1	12.5	19.5	3.1	8.1	29.4	29.3
Cycle Q Clear(g_c), s	13.0	23.9	6.3	10.0	33.6	9.1	12.5	19.5	3.1	8.1	29.4	29.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1169	515	180	1074	465	203	1169	512	301	1074	669
V/C Ratio(X)	0.88	0.71	0.22	0.85	0.96	0.33	0.94	0.60	0.11	0.80	0.87	0.70
Avail Cap(c_a), veh/h	452	1169	515	207	1074	465	203	1169	512	399	1074	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	35.4	29.5	53.0	41.3	32.7	52.7	33.9	28.4	53.7	39.8	28.4
Incr Delay (d2), s/veh	16.8	2.0	0.2	22.1	18.7	0.4	45.2	2.3	0.4	6.4	9.7	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	6.6	10.5	2.4	5.5	17.2	3.4	8.1	8.7	1.2	3.8	14.1	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	37.4	29.7	75.0	60.0	33.1	97.9	36.2	28.8	60.1	49.5	34.3
LnGrp LOS	E	D	C	E	E	C	F	D	C	E	D	C
Approach Vol, veh/h		1327			1338			948			1645	
Approach Delay, s/veh		45.7			58.7			48.1			46.7	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	44.2	16.5	44.1	18.0	41.0	19.6	41.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+I1), s	10.1	21.5	12.0	25.9	14.5	31.4	15.0	35.6				
Green Ext Time (p_c), s	0.2	4.0	0.0	4.4	0.0	2.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.8									
HCM 6th LOS			D									

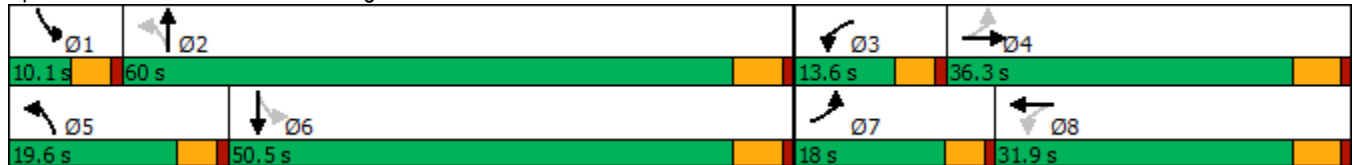


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	185	291	111	301	156	690	49	651
Future Volume (vph)	185	291	111	301	156	690	49	651
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated

Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	185	291	144	111	301	26	156	690	106	49	651	268
Future Volume (veh/h)	185	291	144	111	301	26	156	690	106	49	651	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	313	93	119	324	25	168	742	108	53	700	276
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	471	138	264	451	35	365	1662	242	388	1255	495
Arrive On Green	0.11	0.17	0.17	0.07	0.13	0.13	0.06	0.53	0.53	0.04	0.50	0.50
Sat Flow, veh/h	1810	2753	804	1810	3394	260	1810	3161	460	1810	2516	992
Grp Volume(v), veh/h	199	203	203	119	171	178	168	424	426	53	502	474
Grp Sat Flow(s),veh/h/ln	1810	1805	1752	1810	1805	1850	1810	1805	1816	1810	1805	1703
Q Serve(g_s), s	9.5	10.9	11.3	5.8	9.5	9.6	4.6	15.1	15.1	1.5	20.1	20.1
Cycle Q Clear(g_c), s	9.5	10.9	11.3	5.8	9.5	9.6	4.6	15.1	15.1	1.5	20.1	20.1
Prop In Lane	1.00		0.46	1.00		0.14	1.00		0.25	1.00		0.58
Lane Grp Cap(c), veh/h	313	309	300	264	240	246	365	949	955	388	900	850
V/C Ratio(X)	0.64	0.66	0.68	0.45	0.71	0.72	0.46	0.45	0.45	0.14	0.56	0.56
Avail Cap(c_a), veh/h	345	537	521	288	460	472	510	949	955	416	900	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	40.2	40.3	35.4	43.1	43.2	13.6	15.3	15.3	12.3	18.1	18.1
Incr Delay (d2), s/veh	2.2	2.4	2.7	0.5	3.9	4.0	0.3	1.5	1.5	0.1	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	4.9	4.9	2.5	4.4	4.5	1.7	6.1	6.2	0.6	8.4	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	42.6	43.0	35.8	47.1	47.2	13.9	16.8	16.8	12.3	20.6	20.7
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		605			468			1018			1029	
Approach Delay, s/veh		40.2			44.2			16.3			20.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	60.0	12.2	23.2	11.3	57.2	16.1	19.2				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+I1), s	3.5	17.1	7.8	13.3	6.6	22.1	11.5	11.6				
Green Ext Time (p_c), s	0.0	5.8	0.0	2.0	0.1	6.4	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

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	9	55	41	30	50	75	9	731	119	0	888	12
Future Vol, veh/h	9	55	41	30	50	75	9	731	119	0	888	12
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	60	45	33	55	82	10	803	131	0	976	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1435	1942	497	1312	1883	471	991	0	0	-	-	0
Stage 1	985	985	-	892	892	-	-	-	-	-	-	-
Stage 2	450	957	-	420	991	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	-	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	*449	*174	448	*571	*194	*801	401	-	-	0	-	-
Stage 1	*212	*329	-	*725	*662	-	-	-	-	0	-	-
Stage 2	*725	*662	-	*554	*327	-	-	-	-	0	-	-
Platoon blocked, %	1	1		1	1	1		-	-	-	-	-
Mov Cap-1 Maneuver	*331	*169	447	*425	*188	*798	400	-	-	-	-	-
Mov Cap-2 Maneuver	*236	*300	-	*358	*263	-	-	-	-	-	-	-
Stage 1	*206	*328	-	*705	*643	-	-	-	-	-	-	-
Stage 2	*579	*643	-	*406	*326	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.8		16.7		0.1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	400	-	-	236	349	358	440	-	-
HCM Lane V/C Ratio	0.025	-	-	0.042	0.302	0.092	0.312	-	-
HCM Control Delay (s)	14.2	-	-	20.9	19.7	16.1	16.9	-	-
HCM Lane LOS	B	-	-	C	C	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.2	0.3	1.3	-	-

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

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	0	0	0	46	0	28	0	831	14	11	948	0
Future Vol, veh/h	0	0	0	46	0	28	0	831	14	11	948	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	50	0	30	0	903	15	12	1030	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1506	1976	515	1351	1969	463	1030	0	0	922	0	0
Stage 1	1054	1054	-	915	915	-	-	-	-	-	-	-
Stage 2	452	922	-	436	1054	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*545	*211	436	*678	*214	*750	384	-	-	*1126	-	-
Stage 1	*189	*305	-	*678	*619	-	-	-	-	-	-	-
Stage 2	*678	*619	-	*542	*305	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*519	*208	436	*670	*210	*747	384	-	-	*1122	-	-
Mov Cap-2 Maneuver	*646	*259	-	*617	*260	-	-	-	-	-	-	-
Stage 1	*189	*302	-	*676	*617	-	-	-	-	-	-	-
Stage 2	*651	*617	-	*536	*302	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.2	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	384	-	-	-	660	* 1122	-
HCM Lane V/C Ratio	-	-	-	-	0.122	0.011	-
HCM Control Delay (s)	0	-	-	0	11.2	8.2	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-

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

Timings
26: State College Bl. & Orangethorpe Av.

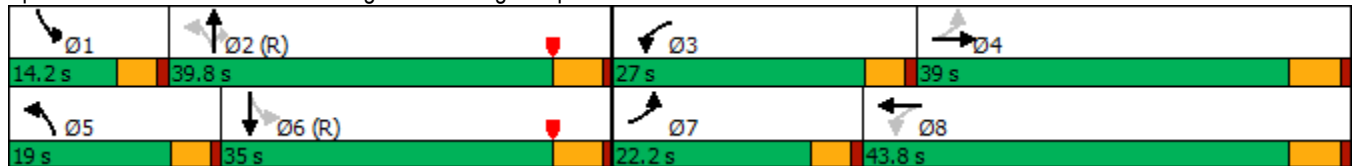


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↑↑	↗	↙	↑↑↑
Traffic Volume (vph)	213	979	278	836	182	541	217	118	730
Future Volume (vph)	213	979	278	836	182	541	217	118	730
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated




























Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		 
Traffic Volume (veh/h)	213	979	235	278	836	73	182	541	217	118	730	128
Future Volume (veh/h)	213	979	235	278	836	73	182	541	217	118	730	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1009	197	287	862	63	188	558	152	122	753	116
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	1143	223	317	1426	104	354	1362	593	363	1602	245
Arrive On Green	0.11	0.26	0.26	0.13	0.29	0.29	0.08	0.38	0.38	0.06	0.35	0.35
Sat Flow, veh/h	1810	4352	848	1810	4931	359	1810	3610	1572	1810	4538	693
Grp Volume(v), veh/h	220	801	405	287	604	321	188	558	152	122	572	297
Grp Sat Flow(s),veh/h/ln	1810	1729	1742	1810	1729	1833	1810	1805	1572	1810	1729	1774
Q Serve(g_s), s	10.5	26.7	26.8	13.6	18.0	18.1	7.8	13.7	8.0	5.1	15.4	15.6
Cycle Q Clear(g_c), s	10.5	26.7	26.8	13.6	18.0	18.1	7.8	13.7	8.0	5.1	15.4	15.6
Prop In Lane	1.00		0.49	1.00		0.20	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	335	908	457	317	1000	530	354	1362	593	363	1221	626
V/C Ratio(X)	0.66	0.88	0.88	0.91	0.60	0.61	0.53	0.41	0.26	0.34	0.47	0.47
Avail Cap(c_a), veh/h	410	957	482	416	1095	580	422	1362	593	402	1221	626
HCM Platoon Ratio	1.00	1.00	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	0.90	0.90	0.90	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	42.5	42.5	29.9	36.7	36.8	22.6	27.5	25.8	22.9	30.1	30.2
Incr Delay (d2), s/veh	1.5	9.4	17.0	15.4	0.7	1.4	0.5	0.9	1.0	0.2	1.3	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	4.5	12.2	13.2	6.9	7.5	8.1	3.3	5.9	3.1	2.1	6.5	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	51.9	59.6	45.2	37.5	38.2	23.1	28.4	26.8	23.1	31.4	32.7
LnGrp LOS	C	D	E	D	D	D	C	C	C	C	C	C
Approach Vol, veh/h		1426			1212			898			991	
Approach Delay, s/veh		50.7			39.5			27.0			30.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	50.7	20.4	37.3	14.5	47.8	17.2	40.5				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0				
Max Q Clear Time (g_c+1), s	7.1	15.7	15.6	28.8	9.8	17.6	12.5	20.1				
Green Ext Time (p_c), s	0.0	3.8	0.2	2.7	0.1	4.2	0.1	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Timings
27: State College Bl. & SR-91 WB Ramps

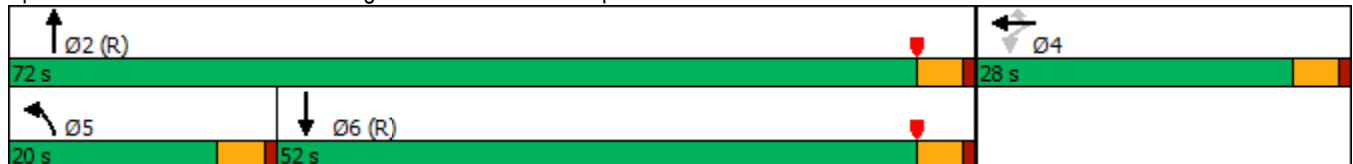


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↶	↶↷	↶↷↶	↶↷↶
Traffic Volume (vph)	183	0	175	253	810	885
Future Volume (vph)	183	0	175	253	810	885
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↔	↗	↗↗	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	0	0	0	183	0	175	253	810	0	0	885	782
Future Volume (veh/h)	0	0	0	183	0	175	253	810	0	0	885	782
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No		No			No
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				227	0	73	266	853	0	0	932	683
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				325	0	144	347	4255	0	0	2339	1063
Arrive On Green				0.09	0.00	0.09	0.07	0.55	0.00	0.00	0.68	0.68
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	3629	1572
Grp Volume(v), veh/h				227	0	73	266	853	0	0	932	683
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1729	1572
Q Serve(g_s), s				6.1	0.0	4.3	7.5	8.3	0.0	0.0	11.9	24.9
Cycle Q Clear(g_c), s				6.1	0.0	4.3	7.5	8.3	0.0	0.0	11.9	24.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				325	0	144	347	4255	0	0	2339	1063
V/C Ratio(X)				0.70	0.00	0.51	0.77	0.20	0.00	0.00	0.40	0.64
Avail Cap(c_a), veh/h				850	0	378	544	4255	0	0	2339	1063
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	0.71	0.71
Uniform Delay (d), s/veh				44.2	0.0	43.4	45.5	5.9	0.0	0.0	7.2	9.3
Incr Delay (d2), s/veh				2.7	0.0	2.7	3.2	0.1	0.0	0.0	0.4	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	4.0	3.4	2.1	0.0	0.0	3.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.9	0.0	46.1	48.8	6.0	0.0	0.0	7.5	11.4
LnGrp LOS				D	A	D	D	A	A	A	A	B
Approach Vol, veh/h					300			1119			1615	
Approach Delay, s/veh					46.7			16.2			9.2	
Approach LOS					D			B			A	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		86.5		13.5	14.4	72.1						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		10.3		8.1	9.5	26.9						
Green Ext Time (p_c), s		10.1		0.9	0.4	14.6						
Intersection Summary												
HCM 6th Ctrl Delay				15.5								
HCM 6th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
28: State College Bl. & SR-91 EB Ramps

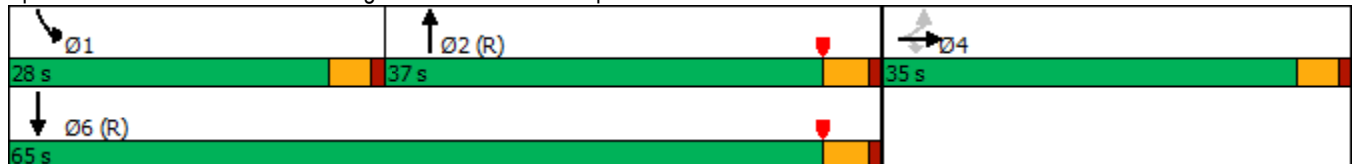


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	432	9	261	632	375	692
Future Volume (vph)	432	9	261	632	375	692
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated





















Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 28: State College Bl. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	9	261	0	0	0	0	632	174	375	692	0
Future Volume (veh/h)	432	9	261	0	0	0	0	632	174	375	692	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	487	0	63				0	665	149	395	728	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	607	0	270				0	2401	529	478	3866	0
Arrive On Green	0.17	0.00	0.17				0.00	0.57	0.57	0.27	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	4405	934	3510	5358	0
Grp Volume(v), veh/h	487	0	63				0	541	273	395	728	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1710	1755	1729	0
Q Serve(g_s), s	12.9	0.0	3.4				0.0	8.0	8.2	10.6	0.0	0.0
Cycle Q Clear(g_c), s	12.9	0.0	3.4				0.0	8.0	8.2	10.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.55	1.00		0.00
Lane Grp Cap(c), veh/h	607	0	270				0	1961	970	478	3866	0
V/C Ratio(X)	0.80	0.00	0.23				0.00	0.28	0.28	0.83	0.19	0.00
Avail Cap(c_a), veh/h	1115	0	496				0	1961	970	835	3866	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	40.0	0.0	36.1				0.0	11.1	11.1	35.3	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.4				0.0	0.3	0.7	2.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	1.4				0.0	2.9	3.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	36.5				0.0	11.5	11.9	38.2	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		550						814			1123	
Approach Delay, s/veh		41.9						11.6			13.5	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.8	61.2	21.0	79.0								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	12.6	10.2	14.9	2.0								
Green Ext Time (p_c), s	1.1	7.2	1.8	8.2								

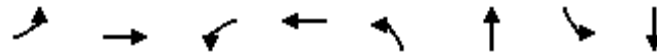
Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Placentia Av. & Kimberly Av.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	148	19	105	19	25	693	35	757
Future Volume (vph)	148	19	105	19	25	693	35	757
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 29: Placentia Av. & Kimberly Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕	↘	↗	↘	
Traffic Volume (veh/h)	148	19	48	105	19	56	25	693	59	35	757	147
Future Volume (veh/h)	148	19	48	105	19	56	25	693	59	35	757	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	20	32	109	20	27	26	722	55	36	789	147
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	106	170	263	118	160	48	2158	164	59	1947	363
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.63	0.63	0.03	0.64	0.64
Sat Flow, veh/h	1380	657	1051	1372	733	989	1810	3399	259	1810	3037	566
Grp Volume(v), veh/h	154	0	52	109	0	47	26	383	394	36	469	467
Grp Sat Flow(s),veh/h/ln	1380	0	1708	1372	0	1722	1810	1805	1853	1810	1805	1798
Q Serve(g_s), s	10.0	0.0	2.4	6.9	0.0	2.2	1.3	9.1	9.1	1.8	11.6	11.6
Cycle Q Clear(g_c), s	12.2	0.0	2.4	9.3	0.0	2.2	1.3	9.1	9.1	1.8	11.6	11.6
Prop In Lane	1.00		0.62	1.00		0.57	1.00		0.14	1.00		0.31
Lane Grp Cap(c), veh/h	268	0	275	263	0	278	48	1146	1176	59	1157	1153
V/C Ratio(X)	0.57	0.00	0.19	0.41	0.00	0.17	0.55	0.33	0.33	0.61	0.41	0.41
Avail Cap(c_a), veh/h	557	0	633	568	0	660	224	1146	1176	224	1157	1153
HCM Platoon Ratio	1.00	1.00	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	38.6	0.0	33.5	37.5	0.0	33.4	44.4	7.8	7.8	44.1	8.0	8.0
Incr Delay (d2), s/veh	1.9	0.0	0.3	1.0	0.0	0.3	3.6	0.8	0.8	3.7	1.1	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	3.4	0.0	1.0	2.4	0.0	0.9	0.6	3.2	3.3	0.8	4.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	33.8	38.6	0.0	33.7	48.0	8.6	8.6	47.8	9.1	9.1
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		206			156			803				972
Approach Delay, s/veh		38.9			37.1			9.9				10.5
Approach LOS		D			D			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	64.0		20.7	7.0	64.6		20.7				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	3.8	11.1		14.2	3.3	13.6		11.3				
Green Ext Time (p_c), s	0.0	5.2		0.6	0.0	6.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

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

Timings
30: Placentia Av. & Orangethorpe Av.

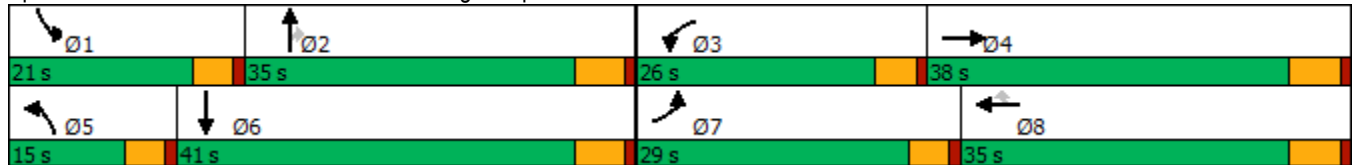


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶	↶	↶↶	↶↶
Traffic Volume (vph)	231	1003	181	708	256	69	275	141	332	320
Future Volume (vph)	231	1003	181	708	256	69	275	141	332	320
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1003	66	181	708	256	69	275	141	332	320	332
Future Volume (veh/h)	231	1003	66	181	708	256	69	275	141	332	320	332
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		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	233	1013	58	183	715	0	70	278	111	335	323	269
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	272	1811	104	220	1726		91	610	264	419	449	366
Arrive On Green	0.15	0.36	0.36	0.12	0.33	0.00	0.05	0.17	0.17	0.12	0.24	0.24
Sat Flow, veh/h	1810	5015	287	1810	5187	1610	1810	3610	1561	3510	1888	1538
Grp Volume(v), veh/h	233	698	373	183	715	0	70	278	111	335	309	283
Grp Sat Flow(s),veh/h/ln	1810	1729	1844	1810	1729	1610	1810	1805	1561	1755	1805	1621
Q Serve(g_s), s	11.2	14.4	14.4	8.8	9.5	0.0	3.4	6.2	5.7	8.3	14.0	14.4
Cycle Q Clear(g_c), s	11.2	14.4	14.4	8.8	9.5	0.0	3.4	6.2	5.7	8.3	14.0	14.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	272	1249	666	220	1726		91	610	264	419	430	386
V/C Ratio(X)	0.86	0.56	0.56	0.83	0.41		0.77	0.46	0.42	0.80	0.72	0.73
Avail Cap(c_a), veh/h	495	1249	666	434	1726		211	1199	518	646	721	647
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	22.8	22.8	38.2	23.0	0.0	41.8	33.4	33.1	38.2	31.2	31.4
Incr Delay (d2), s/veh	3.1	1.8	3.4	3.1	0.7	0.0	5.1	0.5	1.1	1.9	2.3	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	4.9	5.7	6.4	3.9	3.8	0.0	1.6	2.6	2.1	3.5	6.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	24.6	26.2	41.3	23.7	0.0	46.9	33.9	34.2	40.2	33.5	34.1
LnGrp LOS	D	C	C	D	C		D	C	C	D	C	C
Approach Vol, veh/h		1304			898	A		459			927	
Approach Delay, s/veh		27.8			27.3			36.0			36.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	20.5	15.5	38.0	9.1	26.6	18.0	35.5				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+I1), s	10.3	8.2	10.8	16.4	5.4	16.4	13.2	11.5				
Green Ext Time (p_c), s	0.4	1.9	0.2	5.9	0.0	3.4	0.2	4.3				

Intersection Summary

HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

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

Timings
31: Orangethorpe Av. & SR-57 SB Ramps

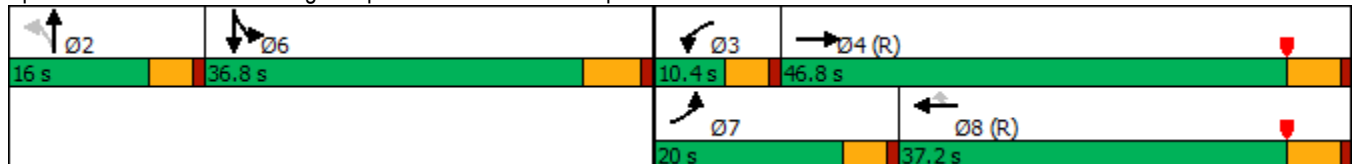


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗↗	↖	↗↗↗	↖		↕	↖	↕
Traffic Volume (vph)	389	1184	26	1069	445	7	10	163	6
Future Volume (vph)	389	1184	26	1069	445	7	10	163	6
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	16.0	16.0	36.8	36.8
Total Split (%)	18.2%	42.5%	9.5%	33.8%	33.8%	14.5%	14.5%	33.5%	33.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	389	1184	7	26	1069	445	7	10	14	163	6	152
Future Volume (veh/h)	389	1184	7	26	1069	445	7	10	14	163	6	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	409	1246	7	27	1125	0	7	11	11	155	29	133
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	3255	18	46	2613		23	36	36	224	37	169
Arrive On Green	0.13	0.61	0.61	0.05	1.00	0.00	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, veh/h	3510	5323	30	1810	5187	1610	425	667	667	1810	296	1359
Grp Volume(v), veh/h	409	809	444	27	1125	0	29	0	0	155	0	162
Grp Sat Flow(s),veh/h/ln	1755	1729	1895	1810	1729	1610	1759	0	0	1810	0	1655
Q Serve(g_s), s	12.6	13.1	13.1	1.6	0.0	0.0	1.7	0.0	0.0	9.0	0.0	10.5
Cycle Q Clear(g_c), s	12.6	13.1	13.1	1.6	0.0	0.0	1.7	0.0	0.0	9.0	0.0	10.5
Prop In Lane	1.00		0.02	1.00		1.00	0.24		0.38	1.00		0.82
Lane Grp Cap(c), veh/h	468	2115	1159	46	2613		94	0	0	224	0	205
V/C Ratio(X)	0.87	0.38	0.38	0.58	0.43		0.31	0.00	0.00	0.69	0.00	0.79
Avail Cap(c_a), veh/h	491	2115	1159	95	2613		182	0	0	510	0	467
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.74	0.74	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	10.8	10.8	51.6	0.0	0.0	50.1	0.0	0.0	46.2	0.0	46.8
Incr Delay (d2), s/veh	11.6	0.4	0.7	3.2	0.4	0.0	1.8	0.0	0.0	3.8	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	4.6	5.2	0.7	0.1	0.0	0.8	0.0	0.0	4.2	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	11.2	11.6	54.8	0.4	0.0	51.9	0.0	0.0	49.9	0.0	53.4
LnGrp LOS	E	B	B	D	A		D	A	A	D	A	D
Approach Vol, veh/h		1662			1152	A		29				317
Approach Delay, s/veh		22.9			1.7			51.9				51.7
Approach LOS		C			A			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	7.4	72.7		19.4	19.3	60.8				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		11.4	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		3.7	3.6	15.1		12.5	14.6	2.0				
Green Ext Time (p_c), s		0.0	0.0	9.0		1.2	0.1	8.8				

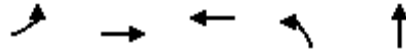
Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: SR-57 NB Ramps & Orangethorpe Av.

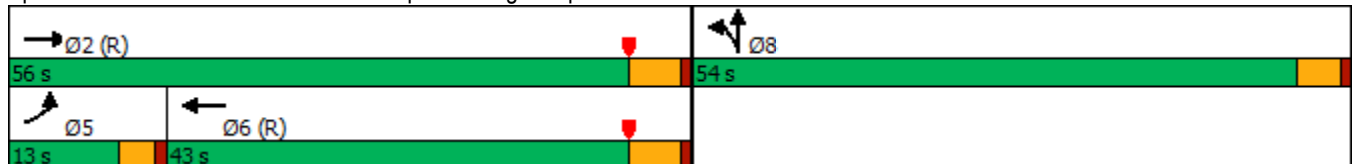


Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations	↖↖	↑↑↑	↑↑↑↔	↖↖	↗
Traffic Volume (vph)	184	1178	974	566	4
Future Volume (vph)	184	1178	974	566	4
Turn Type	Prot	NA	NA	Split	NA
Protected Phases	5	2	6	8	8
Permitted Phases					
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	21.6	21.6
Total Split (s)	13.0	56.0	43.0	54.0	54.0
Total Split (%)	11.8%	50.9%	39.1%	49.1%	49.1%
Yellow Time (s)	3.0	4.3	4.3	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated


























Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 				
Traffic Volume (veh/h)	184	1178	0	0	974	308	566	4	557	0	0	0
Future Volume (veh/h)	184	1178	0	0	974	308	566	4	557	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	198	1267	0	0	1047	220	609	4	411			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	256	3144	0	0	2134	448	1066	5	485			
Arrive On Green	0.15	1.00	0.00	0.00	0.50	0.50	0.30	0.30	0.30			
Sat Flow, veh/h	3510	5358	0	0	4465	901	3510	16	1597			
Grp Volume(v), veh/h	198	1267	0	0	843	424	609	0	415			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1738	1755	0	1613			
Q Serve(g_s), s	6.0	0.0	0.0	0.0	17.8	17.9	16.1	0.0	26.5			
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	17.8	17.9	16.1	0.0	26.5			
Prop In Lane	1.00		0.00	0.00		0.52	1.00		0.99			
Lane Grp Cap(c), veh/h	256	3144	0	0	1718	864	1066	0	490			
V/C Ratio(X)	0.77	0.40	0.00	0.00	0.49	0.49	0.57	0.00	0.85			
Avail Cap(c_a), veh/h	287	3144	0	0	1718	864	1577	0	724			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.1	0.0	0.0	0.0	18.4	18.4	32.3	0.0	35.9			
Incr Delay (d2), s/veh	10.2	0.4	0.0	0.0	1.0	2.0	0.5	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			
%ile BackOfQ(50%),veh/ln	2.8	0.1	0.0	0.0	6.9	7.2	6.6	0.0	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	0.4	0.0	0.0	19.4	20.4	32.7	0.0	42.1			
LnGrp LOS	E	A	A	A	B	C	C	A	D			
Approach Vol, veh/h		1465			1267			1024				
Approach Delay, s/veh		7.9			19.7			36.5				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.0			12.0	60.0		38.0				
Change Period (Y+Rc), s		5.3			4.0	5.3		4.6				
Max Green Setting (Gmax), s		50.7			9.0	37.7		49.4				
Max Q Clear Time (g_c+11), s		2.0			8.0	19.9		28.5				
Green Ext Time (p_c), s		23.3			0.1	12.2		4.9				
Intersection Summary												
HCM 6th Ctrl Delay					19.7							
HCM 6th LOS					B							

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Proejct Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	245	664	93	104	891	113	217	686	222	209	566	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	664	93	104	891	113	217	686	222	209	566	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	664	93	104	891	113	217	686	222	209	566	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	664	93	104	891	113	217	686	222	209	566	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	664	93	104	891	113	217	686	222	209	566	79

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.27	0.73	1.00	2.63	0.37
Final Sat.:	1700	3400	1700	1700	4526	574	1700	3853	1247	1700	4475	625

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.05	0.06	0.20	0.20	0.13	0.18	0.18	0.12	0.13	0.13
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Proejct Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	29	545	54	37	820	85	76	18	10	22	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	545	54	37	820	85	76	18	10	22	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	545	54	37	820	85	76	18	10	22	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	545	54	37	820	85	76	18	10	22	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	545	54	37	820	85	76	18	10	22	6	26

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.81	0.19	1.00	0.64	0.36	1.00	0.19	0.81
Final Sat.:	1700	3093	307	1700	3081	319	1700	1093	607	1700	319	1381

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.18	0.02	0.27	0.27	0.04	0.02	0.02	0.01	0.02	0.02
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Proejct Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:

Base Vol:	43	256	124	211	306	307	176	622	21	99	550	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	256	124	211	306	307	176	622	21	99	550	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	256	124	211	306	307	176	622	21	99	550	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	256	124	211	306	307	176	622	21	99	550	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	256	124	211	306	307	176	622	21	99	550	272

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1700	3400	1700	3400	1700	1700	1700	4933	167	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.07	0.06	0.18	0.18	0.10	0.13	0.13	0.06	0.11	0.16
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	182	541	217	118	730	128	213	979	235	278	836	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	541	217	118	730	128	213	979	235	278	836	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	541	217	118	730	128	213	979	235	278	836	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	541	217	118	730	128	213	979	235	278	836	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	541	217	118	730	128	213	979	235	278	836	73

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.42	0.58	1.00	2.76	0.24
Final Sat.:	1700	3400	1700	1700	4339	761	1700	4113	987	1700	4690	410

Capacity Analysis Module:

Vol/Sat:	0.11	0.16	0.13	0.07	0.17	0.17	0.13	0.24	0.24	0.16	0.18	0.18
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	25	693	59	35	757	147	148	19	48	105	19	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	693	59	35	757	147	148	19	48	105	19	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	693	59	35	757	147	148	19	48	105	19	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	693	59	35	757	147	148	19	48	105	19	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	693	59	35	757	147	148	19	48	105	19	56

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.67	0.33	1.00	0.28	0.72	1.00	0.25	0.75
Final Sat.:	1700	3133	267	1700	2847	553	1700	482	1218	1700	431	1269

Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.22	0.02	0.27	0.27	0.09	0.04	0.04	0.06	0.04	0.04
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) Without Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	2	1	0	3

Volume Module:

Base Vol:	69	275	141	332	320	332	231	1003	66	181	708	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	275	141	332	320	332	231	1003	66	181	708	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	275	141	332	320	332	231	1003	66	181	708	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	275	141	332	320	332	231	1003	66	181	708	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	275	141	332	320	332	231	1003	66	181	708	256

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1700	3400	1700	3400	1700	1700	1700	4785	315	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.08	0.10	0.19	0.20	0.14	0.21	0.21	0.11	0.14	0.15
Crit Moves:	****					****	****			****		

APPENDIX 5.2:

**OPENING YEAR CUMULATIVE (2022) WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS**

Alternative Driveway Analysis

**Volume Development
AM Peak Hour**

1: Raymond Av. & Kimberly Av.

	PHF:	<u>0.934</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	15	881	70	32	950	6	2	1	11	41	1	26	2,038	

2: Raymond Av. & Orangethorpe Av.

	PHF:	<u>0.922</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	234	779	230	101	689	145	200	1,042	352	180	596	61	4,608	

3: Raymond Av. & SR-91 Westbound Ramps

	PHF:	<u>0.948</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	409	1,074	0	0	823	471	0	0	0	167	0	469	3,412	

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF:	<u>0.954</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	948	493	420	571	0	536	0	362	0	0	0	3,330	

5: Acacia Av. & Kimberly Av.

	PHF:	<u>0.825</u>		7:15						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	19	386	21	27	250	13	6	50	16	15	42	42	889	

6: Acacia Av. & Orangethorpe Av.

	PHF:	<u>0.913</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	84	103	97	74	74	121	203	964	32	96	720	131	2,698	

7: Driveway 1 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	1	0	0	0	0	0	0	97	2	1	100	0	201	

8: Driveway 2 & Orangethorpe Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	0	0	1	0	1,135	0	0	946	3	2,085	

9: Driveway 3 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	2	0	6	0	0	0	0	90	8	23	99	0	228	

10: Driveway 4 & Orangethorpe Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	3	0	2	6	1,129	0	0	948	10	2,098	

11: Driveway 5 & Kimberly Av.

	PHF:	<u>0.920</u>								Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	0	0	0	0	96	0	0	122	0	218	

12: Driveway 6 & Orangethorpe Av.

	PHF:	<u>0.916</u>		7:30						Count Date:	<u>3/12/2020</u>			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	4	0	3	3	0	2	7	1,120	5	0	953	11	2,108	

**Volume Development
AM Peak Hour**

13: Driveway 7 & Kimberly Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		1	0	3	0	0	0	0	96	3	12	126	0	241

14: Driveway 8 & Orangethorpe Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	0	4	0	1	7	1,135	0	0	950	9	2,106

15: Driveway 9 & Kimberly Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		1	0	3	0	0	0	0	96	3	8	137	0	248

16: Driveway 10 & Orangethorpe Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	0	3	0	1	3	1,135	0	0	958	11	2,111

17: Driveway 11 & Kimberly Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		1	0	1	0	0	0	0	97	2	4	144	0	249

18: Driveway 12 & Orangethorpe Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	0	2	0	0	0	1,138	0	0	969	7	2,116

19: Driveway 13 & Kimberly Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	5	0	0	0	0	98	0	15	149	0	267

20: Driveway 14 & Orangethorpe Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	0	4	0	0	0	1,140	0	0	976	13	2,133

21: Driveway 15 & Kimberly Av.

		PHF: 0.920		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:		0	0	2	0	0	0	0	103	0	6	164	0	275

22: N. State College Bl. & Chapman Av.

		PHF: 0.940		7:30		Count Date: 3/12/2020									
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:		116	912	47	187	994	385	444	835	135	91	856	249	5,252	

23: N. State College Bl. & Commonwealth Av.

		PHF: 0.917		7:30		Count Date: 3/12/2020									
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:		93	587	90	26	944	194	196	291	191	68	212	38	2,931	

**Volume Development
AM Peak Hour**

24: N. State College Bl. & Kimberly Av.

	PHF:	<u>0.982</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	98	825	68	18	1,049	38	11	36	58	24	33	44	2,303	

25: N. State College Bl. & Driveway 16/Cypress Wy.

	PHF:	<u>0.988</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	9	985	45	25	1,103	3	1	0	3	21	0	5	2,199	

26: N. State College Bl. & Orangethorpe Av.

	PHF:	<u>0.943</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	283	701	93	112	902	113	217	694	233	209	594	107	4,257	

27: N. State College Bl. & SR-91 Westbound Ramps

	PHF:	<u>0.953</u>		<u>7:00</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	270	769	0	0	852	709	0	0	0	178	0	471	3,250	

28: N. State College Bl. & SR-91 Eastbound Ramps

	PHF:	<u>0.968</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	527	382	404	626	0	512	0	190	0	0	0	2,643	

29: S. Placentia Av. & Kimberly Av.

	PHF:	<u>0.877</u>		<u>7:15</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	29	547	54	37	826	85	76	18	10	22	6	26	1,738	

30: S. Placentia Av. & Orangethorpe Av.

	PHF:	<u>0.886</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	43	256	124	211	306	313	178	637	21	99	600	272	3,061	

31: SR-57 Southbound Ramps & Orangethorpe Av.

	PHF:	<u>0.924</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	1	9	32	267	0	169	191	793	1	10	860	562	2,894	

32: SR-57 Northbound Ramps & Orangethorpe Av.

	PHF:	<u>0.920</u>		<u>7:30</u>							Count Date:	<u>3/12/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	311	0	606	0	0	0	143	950	0	0	1,121	292	3,424	

**Volume Development
PM Peak Hour**

1: Raymond Av. & Kimberly Av.

	PHF: 0.928		4:45						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	12	1,036	31	40	774	3	2	0	28	57	0	65	2,048	

2: Raymond Av. & Orangethorpe Av.

	PHF: 0.964		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	234	764	225	93	675	195	183	973	286	297	949	134	5,008	

3: Raymond Av. & SR-91 Westbound Ramps

	PHF: 0.916		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	310	939	0	0	844	664	0	0	0	226	0	393	3,376	

4: Raymond Av. & SR-91 Eastbound Ramps

	PHF: 0.957		4:15						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	796	226	311	760	0	453	4	511	0	0	0	3,061	

5: Acacia Av. & Kimberly Av.

	PHF: 0.846		4:00						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	17	268	19	47	325	15	21	63	21	16	49	21	882	

6: Acacia Av. & Orangethorpe Av.

	PHF: 0.921		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	75	94	106	120	124	142	108	1,257	124	112	980	75	3,318	

7: Driveway 1 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	3	0	1	0	0	0	0	127	1	1	83	0	216	

8: Driveway 2 & Orangethorpe Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	0	0	4	0	1,483	0	0	1,163	2	2,652	

9: Driveway 3 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	10	0	23	0	0	0	0	125	4	9	73	0	244	

10: Driveway 4 & Orangethorpe Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	10	0	6	2	1,481	0	0	1,158	4	2,661	

11: Driveway 5 & Kimberly Av.

	PHF: 0.920								Count Date:					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	0	0	0	0	148	0	0	82	0	230	

12: Driveway 6 & Orangethorpe Av.

	PHF: 0.930		4:30						Count Date: 3/12/2020					
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	0	0	12	0	7	3	1,488	0	0	1,155	5	2,670	

**Volume Development
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	13: Driveway 7 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	4	0	12	0	0	0	0	132	2	5	86	0	241
	14: Driveway 8 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	0	14	0	4	3	1,452	0	0	1,159	4	2,636
	15: Driveway 9 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	3	0	10	0	0	0	0	143	2	3	88	0	249
	16: Driveway 10 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	0	11	0	4	2	1,464	0	0	1,159	4	2,644
	17: Driveway 11 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	3	0	5	0	0	0	0	151	1	2	88	0	250
	18: Driveway 12 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	0	8	0	0	0	1,475	0	0	1,163	3	2,649
	19: Driveway 13 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	16	0	0	0	0	157	0	6	90	0	269
	20: Driveway 14 & Orangethorpe Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	0	14	0	0	0	1,483	0	0	1,166	5	2,668
	21: Driveway 15 & Kimberly Av.												
	PHF: 0.920								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	0	0	7	0	0	0	0	172	0	3	96	0	278
	22: N. State College Bl. & Chapman Av.												
	PHF: 0.961								Count Date: 3/12/2020				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	182	689	81	232	904	491	372	791	134	147	991	196	5,211
	23: N. State College Bl. & Commonwealth Av.												
	PHF: 0.931								Count Date: 3/12/2020				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2022 WP PCE:	156	707	106	49	657	268	185	291	144	111	301	26	3,001

**Volume Development
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24: N. State College Bl. & Kimberly Av.														
	PHF:	<u>0.913</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	32	734	119	29	889	17	23	55	101	30	50	75	2,155	
25: N. State College Bl. & Driveway 16/Cypress Wy.														
	PHF:	<u>0.919</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	4	854	14	11	1,008	1	3	0	10	46	0	28	1,979	
26: N. State College Bl. & Orangethorpe Av.														
	PHF:	<u>0.971</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	197	556	217	149	769	128	213	1,010	275	278	848	85	4,726	
27: N. State College Bl. & SR-91 Westbound Ramps														
	PHF:	<u>0.952</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	253	828	0	0	922	823	0	0	0	183	0	187	3,196	
28: N. State College Bl. & SR-91 Eastbound Ramps														
	PHF:	<u>0.948</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	0	635	174	406	699	0	448	9	261	0	0	0	2,632	
29: S. Placentia Av. & Kimberly Av.														
	PHF:	<u>0.965</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	25	700	59	35	760	147	148	19	48	105	19	56	2,121	
30: S. Placentia Av. & Orangethorpe Av.														
	PHF:	<u>0.994</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	69	275	141	332	320	335	238	1,057	66	181	729	256	4,000	
31: SR-57 Southbound Ramps & Orangethorpe Av.														
	PHF:	<u>0.949</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	7	10	14	163	6	161	413	1,215	7	26	1,081	445	3,550	
32: SR-57 Northbound Ramps & Orangethorpe Av.														
	PHF:	<u>0.930</u>												Count Date: <u>3/12/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2022 WP PCE:	575	4	557	0	0	0	208	1,185	0	0	977	308	3,814	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕		↕		↕
Traffic Vol, veh/h	2	1	11	41	1	26	15	881	70	32	950	6
Future Vol, veh/h	2	1	11	41	1	26	15	881	70	32	950	6
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	12	44	1	28	16	947	75	34	1022	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1602	2147	514	1597	2113	514	1028	0	0	1022	0	0
Stage 1	1093	1093	-	1017	1017	-	-	-	-	-	-	-
Stage 2	509	1054	-	580	1096	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*158	61	511	160	65	*724	683	-	-	1065	-	-
Stage 1	*232	293	-	667	588	-	-	-	-	-	-	-
Stage 2	*683	557	-	472	292	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*136	53	511	140	57	*722	683	-	-	1065	-	-
Mov Cap-2 Maneuver	*188	181	-	286	181	-	-	-	-	-	-	-
Stage 1	*219	271	-	631	556	-	-	-	-	-	-	-
Stage 2	*618	526	-	425	270	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		16.1		0.4		0.6	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	683	-	-	371	286	722	1065	-	-
HCM Lane V/C Ratio	0.024	-	-	0.041	0.154	0.039	0.032	-	-
HCM Control Delay (s)	10.4	0.3	-	15.1	19.9	10.2	8.5	0.3	-
HCM Lane LOS	B	A	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	0.1	-	-

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

Timings
2: Raymond Av. & Orangethorpe Av.

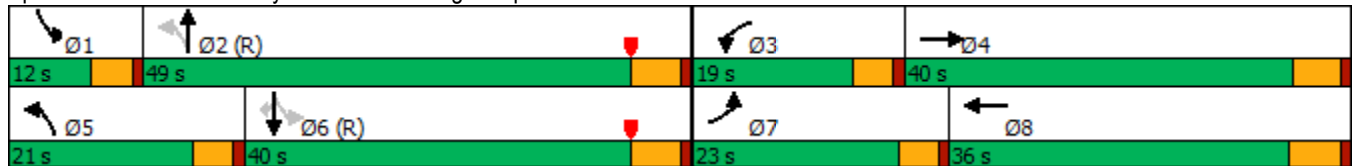


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑↓	↘↘	↑↑↑	↘	↑↓	↘	↑↑	↘
Traffic Volume (vph)	200	1042	180	596	234	779	101	689	145
Future Volume (vph)	200	1042	180	596	234	779	101	689	145
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↘↗	↑↑↑		↗	↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	200	1042	352	180	596	61	234	779	230	101	689	145
Future Volume (veh/h)	200	1042	352	180	596	61	234	779	230	101	689	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	217	1133	349	196	648	54	254	847	247	110	749	94
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	1127	347	252	1097	91	379	1149	335	238	1329	588
Arrive On Green	0.14	0.29	0.29	0.14	0.45	0.45	0.10	0.42	0.42	0.05	0.37	0.37
Sat Flow, veh/h	1810	3909	1204	3510	4874	403	1810	2755	803	1810	3610	1597
Grp Volume(v), veh/h	217	1002	480	196	458	244	254	555	539	110	749	94
Grp Sat Flow(s),veh/h/ln	1810	1729	1655	1755	1729	1819	1810	1805	1753	1810	1805	1597
Q Serve(g_s), s	14.1	34.6	34.6	6.5	11.9	12.1	10.1	31.0	31.1	4.5	19.8	4.7
Cycle Q Clear(g_c), s	14.1	34.6	34.6	6.5	11.9	12.1	10.1	31.0	31.1	4.5	19.8	4.7
Prop In Lane	1.00		0.73	1.00		0.22	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	244	997	477	252	778	409	379	753	731	238	1329	588
V/C Ratio(X)	0.89	1.01	1.01	0.78	0.59	0.60	0.67	0.74	0.74	0.46	0.56	0.16
Avail Cap(c_a), veh/h	277	997	477	421	870	458	442	753	731	254	1329	588
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	42.7	42.7	50.5	28.8	28.9	21.6	29.4	29.4	24.8	30.2	25.5
Incr Delay (d2), s/veh	23.8	29.8	42.5	1.9	0.8	1.6	1.5	4.5	4.7	0.5	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	18.4	19.3	2.7	4.1	4.4	4.2	13.8	13.5	1.9	8.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	72.5	85.2	52.3	29.6	30.5	23.1	33.9	34.1	25.3	32.0	26.0
LnGrp LOS	E	F	F	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1699			898			1348			953	
Approach Delay, s/veh		76.4			34.8			32.0			30.6	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	55.4	13.2	40.4	16.8	49.6	20.8	32.8				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+1), s	6.5	33.1	8.5	36.6	12.1	21.8	16.1	14.1				
Green Ext Time (p_c), s	0.0	4.9	0.2	0.0	0.2	4.2	0.1	3.7				

Intersection Summary

HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

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

Timings
3: Raymond Av. & SR-91 WB Ramps

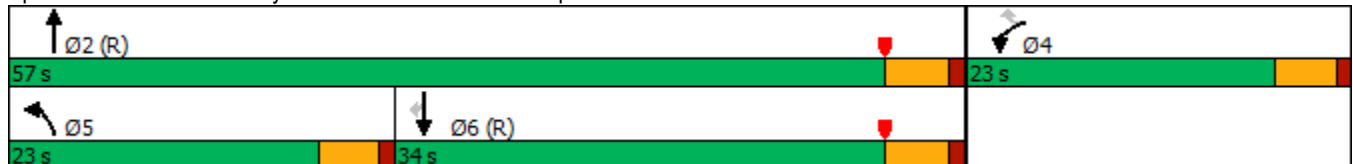


Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑↑	↗
Traffic Volume (vph)	167	469	409	1074	823	471
Future Volume (vph)	167	469	409	1074	823	471
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)	23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)	28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated



















Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	167	0	469	409	1074	0	0	823	471
Future Volume (veh/h)	0	0	0	167	0	469	409	1074	0	0	823	471
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No		No			
Adj Sat Flow, veh/h/ln				1900	0	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				176	0	162	431	1131	0	0	866	358
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				461	0	211	416	2708	0	0	2399	725
Arrive On Green				0.13	0.00	0.13	0.46	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3510	0	1610	1810	3705	0	0	5358	1568
Grp Volume(v), veh/h				176	0	162	431	1131	0	0	866	358
Grp Sat Flow(s),veh/h/ln				1755	0	1610	1810	1805	0	0	1729	1568
Q Serve(g_s), s				3.7	0.0	7.8	18.4	0.0	0.0	0.0	8.6	12.7
Cycle Q Clear(g_c), s				3.7	0.0	7.8	18.4	0.0	0.0	0.0	8.6	12.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				461	0	211	416	2708	0	0	2399	725
V/C Ratio(X)				0.38	0.00	0.77	1.04	0.42	0.00	0.00	0.36	0.49
Avail Cap(c_a), veh/h				807	0	370	416	2708	0	0	2399	725
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.52	0.52	0.00	0.00	0.70	0.70
Uniform Delay (d), s/veh				31.8	0.0	33.6	21.6	0.0	0.0	0.0	13.9	15.0
Incr Delay (d2), s/veh				0.5	0.0	5.7	41.4	0.2	0.0	0.0	0.3	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	7.1	9.6	0.1	0.0	0.0	3.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.3	0.0	39.3	63.0	0.2	0.0	0.0	14.2	16.7
LnGrp LOS				C	A	D	F	A	A	A	B	B
Approach Vol, veh/h					338			1562			1224	
Approach Delay, s/veh					35.7			17.6			14.9	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		64.9		15.1	23.0	41.9						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		9.8	20.4	14.7						
Green Ext Time (p_c), s		10.1		0.7	0.0	6.0						
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								

Timings
4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	536	0	948	493	420	571
Future Volume (vph)	536	0	948	493	420	571
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	27.0	27.0	28.0	28.0	25.0	53.0
Total Split (%)	33.8%	33.8%	35.0%	35.0%	31.3%	66.3%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated




















Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	536	0	362	0	0	0	0	948	493	420	571	0
Future Volume (veh/h)	536	0	362	0	0	0	0	948	493	420	571	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	395	236	226				0	998	355	442	601	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	507	250	239				0	1498	464	461	2171	0
Arrive On Green	0.28	0.28	0.28				0.00	0.29	0.29	0.51	1.00	0.00
Sat Flow, veh/h	1810	892	854				0	5358	1607	1810	3705	0
Grp Volume(v), veh/h	395	0	462				0	998	355	442	601	0
Grp Sat Flow(s),veh/h/ln	1810	0	1746				0	1729	1607	1810	1805	0
Q Serve(g_s), s	16.1	0.0	20.7				0.0	13.6	16.1	18.7	0.0	0.0
Cycle Q Clear(g_c), s	16.1	0.0	20.7				0.0	13.6	16.1	18.7	0.0	0.0
Prop In Lane	1.00		0.49				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	507	0	489				0	1498	464	461	2171	0
V/C Ratio(X)	0.78	0.00	0.94				0.00	0.67	0.76	0.96	0.28	0.00
Avail Cap(c_a), veh/h	507	0	489				0	1498	464	461	2171	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	26.5	0.0	28.2				0.0	25.1	26.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	7.9	0.0	27.5				0.0	2.4	11.4	29.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	11.5				0.0	5.4	7.1	8.4	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	55.7				0.0	27.4	37.4	48.8	0.3	0.0
LnGrp LOS	C	A	E				A	C	D	D	A	A
Approach Vol, veh/h		857						1353			1043	
Approach Delay, s/veh		45.9						30.0			20.8	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.0	28.0	27.0	53.0								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	20.4	23.1	22.4	48.1								
Max Q Clear Time (g_c+I1), s	20.7	18.1	22.7	2.0								
Green Ext Time (p_c), s	0.0	3.7	0.0	6.3								

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	6	50	16	15	42	42	19	386	21	27	250	13
Future Vol, veh/h	6	50	16	15	42	42	19	386	21	27	250	13
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	4	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	61	20	18	51	51	23	471	26	33	305	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	687	927	163	784	922	253	322	0	0	501	0	0
Stage 1	380	380	-	534	534	-	-	-	-	-	-	-
Stage 2	307	547	-	250	388	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*503	349	859	420	352	*955	1249	-	-	1266	-	-
Stage 1	*619	617	-	703	656	-	-	-	-	-	-	-
Stage 2	*901	646	-	738	612	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*406	332	857	339	335	*952	1248	-	-	1261	-	-
Mov Cap-2 Maneuver	*406	332	-	339	335	-	-	-	-	-	-	-
Stage 1	*607	600	-	687	642	-	-	-	-	-	-	-
Stage 2	*770	632	-	630	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	14.4	0.4	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1248	-	-	406	390	339	496	1261	-	-
HCM Lane V/C Ratio	0.019	-	-	0.018	0.206	0.054	0.207	0.026	-	-
HCM Control Delay (s)	7.9	-	-	14	16.6	16.2	14.1	7.9	-	-
HCM Lane LOS	A	-	-	B	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.8	0.2	0.8	0.1	-	-

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

Timings
6: Acacia Av. & Orangethorpe Av.

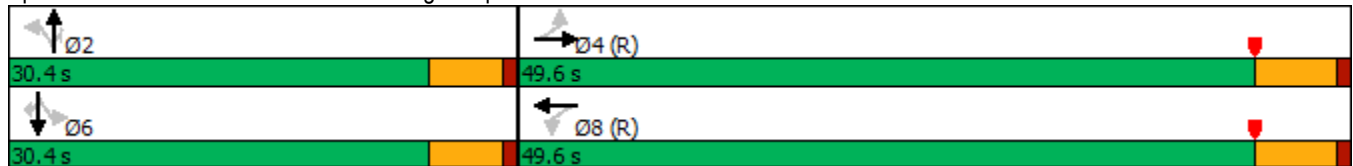


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	203	964	96	720	84	103	97	74	74	121
Future Volume (vph)	203	964	96	720	84	103	97	74	74	121
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	49.6	49.6	49.6	49.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%	38.0%	38.0%	38.0%	38.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated


























Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	203	964	32	96	720	131	84	103	97	74	74	121
Future Volume (veh/h)	203	964	32	96	720	131	84	103	97	74	74	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1059	35	105	791	140	92	113	40	81	81	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	481	3634	120	419	3121	548	241	295	250	218	295	245
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	611	5157	170	524	4429	778	1280	1900	1607	1252	1900	1577
Grp Volume(v), veh/h	223	710	384	105	616	315	92	113	40	81	81	44
Grp Sat Flow(s),veh/h/ln	611	1729	1869	524	1729	1749	1280	1900	1607	1252	1900	1577
Q Serve(g_s), s	16.6	6.1	6.1	7.5	5.1	5.2	5.5	4.3	1.7	5.0	3.0	1.9
Cycle Q Clear(g_c), s	21.8	6.1	6.1	13.6	5.1	5.2	8.5	4.3	1.7	9.2	3.0	1.9
Prop In Lane	1.00		0.09	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	2436	1317	419	2436	1232	241	295	250	218	295	245
V/C Ratio(X)	0.46	0.29	0.29	0.25	0.25	0.26	0.38	0.38	0.16	0.37	0.27	0.18
Avail Cap(c_a), veh/h	481	2436	1317	419	2436	1232	442	594	502	414	594	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	4.4	4.4	6.9	4.2	4.3	33.5	30.3	29.3	34.5	29.8	29.4
Incr Delay (d2), s/veh	0.9	0.1	0.2	1.4	0.2	0.5	1.0	0.8	0.3	1.1	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.4	1.5	0.8	1.2	1.3	1.7	1.9	0.7	1.5	1.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	4.5	4.6	8.3	4.5	4.8	34.5	31.2	29.6	35.5	30.3	29.7
LnGrp LOS	A	A	A	A	A	A	C	C	C	D	C	C
Approach Vol, veh/h		1317			1036			245			206	
Approach Delay, s/veh		5.3			5.0			32.2			32.2	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.8		62.2		17.8		62.2				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		43.8		25.0		43.8				
Max Q Clear Time (g_c+I1), s		10.5		23.8		11.2		15.6				
Green Ext Time (p_c), s		0.8		8.9		0.6		7.8				
Intersection Summary												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	97	2	1	100	1	0
Future Vol, veh/h	97	2	1	100	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	2	1	109	1	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	217
Stage 1	-	-	-	-	106
Stage 2	-	-	-	-	111
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	-	-	1497	-	776
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	919
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	775
Mov Cap-2 Maneuver	-	-	-	-	828
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	918

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	828	-	-	1497	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1135	946	3	0	1
Future Vol, veh/h	0	1135	946	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1234	1028	3	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 516
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	0 *700
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	- *700
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	700
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

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

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	8	23	99	2	6
Future Vol, veh/h	90	8	23	99	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	98	9	25	108	2	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	261
Stage 1	-	-	-	-	103
Stage 2	-	-	-	-	158
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	-	-	1497	-	732
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	875
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	720
Mov Cap-2 Maneuver	-	-	-	-	788
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	860

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	908	-	-	1497	-
HCM Lane V/C Ratio	0.01	-	-	0.017	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	6	1129	948	10	3	2
Future Vol, veh/h	6	1129	948	10	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	1227	1030	11	3	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1041	0	-	0	1541 521
Stage 1	-	-	-	-	1036 -
Stage 2	-	-	-	-	505 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*531 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*527 *700
Mov Cap-2 Maneuver	-	-	-	-	*604 -
Stage 1	-	-	-	-	*713 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	639
HCM Lane V/C Ratio	0.007	-	-	-	0.009
HCM Control Delay (s)	9.1	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑				↕			↕	
Traffic Vol, veh/h	7	1120	5	0	953	11	4	0	3	3	0	2
Future Vol, veh/h	7	1120	5	0	953	11	4	0	3	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1217	5	0	1036	12	4	0	3	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1048	0	0	1222	0	0	1650	2284	611	1545	2280	524
Stage 1	-	-	-	-	-	-	1236	1236	-	1042	1042	-
Stage 2	-	-	-	-	-	-	414	1048	-	503	1238	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*881	-	-	814	-	-	*469	*430	*679	*469	*434	*700
Stage 1	-	-	-	-	-	-	*632	*621	-	*719	*683	-
Stage 2	-	-	-	-	-	-	*719	*683	-	*696	*620	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*881	-	-	814	-	-	*464	*426	*679	*463	*430	*700
Mov Cap-2 Maneuver	-	-	-	-	-	-	*562	*540	-	*589	*542	-
Stage 1	-	-	-	-	-	-	*626	*616	-	*712	*683	-
Stage 2	-	-	-	-	-	-	*716	*683	-	*687	*614	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	11	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	* 881	-	-	814	-	-	629
HCM Lane V/C Ratio	0.013	0.009	-	-	-	-	-	0.009
HCM Control Delay (s)	11	9.1	-	-	0	-	-	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	96	3	12	126	1	3
Future Vol, veh/h	96	3	12	126	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	3	13	137	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	269
Stage 1	-	-	-	-	106
Stage 2	-	-	-	-	163
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	-	-	1497	-	725
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	871
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	718
Mov Cap-2 Maneuver	-	-	-	-	788
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	863

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1497	-
HCM Lane V/C Ratio	0.005	-	-	0.009	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	7	1135	950	9	4	1
Future Vol, veh/h	7	1135	950	9	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	1234	1033	10	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1043	0	-	0	1548 522
Stage 1	-	-	-	-	1038 -
Stage 2	-	-	-	-	510 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*447 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*443 *700
Mov Cap-2 Maneuver	-	-	-	-	*577 -
Stage 1	-	-	-	-	*712 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	598
HCM Lane V/C Ratio	0.009	-	-	-	0.009
HCM Control Delay (s)	9.1	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	96	3	8	137	1	3
Future Vol, veh/h	96	3	8	137	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	3	9	149	1	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	273
Stage 1	-	-	-	-	106
Stage 2	-	-	-	-	167
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	-	-	1497	-	721
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	867
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	717
Mov Cap-2 Maneuver	-	-	-	-	787
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	862

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	906	-	-	1497	-
HCM Lane V/C Ratio	0.005	-	-	0.006	-
HCM Control Delay (s)	9	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	3	1135	961	15	4	1
Future Vol, veh/h	3	1135	961	15	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	1234	1045	16	4	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1061	0	-	0	1553 531
Stage 1	-	-	-	-	1053 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*447 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*445 *700
Mov Cap-2 Maneuver	-	-	-	-	*579 -
Stage 1	-	-	-	-	*716 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	600
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	9.1	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	97	2	4	144	1	1
Future Vol, veh/h	97	2	4	144	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	2	4	157	1	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	271 106
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	165 -
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	-	-	1497	-	723 954
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	869 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	721 954
Mov Cap-2 Maneuver	-	-	-	-	790 -
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	866 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1497	-
HCM Lane V/C Ratio	0.003	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	98	0	15	149	0	5
Future Vol, veh/h	98	0	15	149	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	107	0	16	162	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	301
Stage 1	-	-	-	-	107
Stage 2	-	-	-	-	194
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	-	-	1497	-	695
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	844
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1497	-	687
Mov Cap-2 Maneuver	-	-	-	-	765
Stage 1	-	-	-	-	922
Stage 2	-	-	-	-	835

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	953	-	-	1497	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	8.8	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1134	961	20	6	0
Future Vol, veh/h	0	1134	961	20	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1233	1045	22	7	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1067	0	-	0	1549 534
Stage 1	-	-	-	-	1056 -
Stage 2	-	-	-	-	493 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*541 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*541 *700
Mov Cap-2 Maneuver	-	-	-	-	*609 -
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	609
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	103	0	6	164	0	2
Future Vol, veh/h	103	0	6	164	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	0	7	178	0	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	112	0	304
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	192
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	-	-	1490	-	692
Stage 1	-	-	-	-	918
Stage 2	-	-	-	-	845
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1490	-	689
Mov Cap-2 Maneuver	-	-	-	-	768
Stage 1	-	-	-	-	918
Stage 2	-	-	-	-	841

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	947	-	-	1490	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-
HCM Control Delay (s)	8.8	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Timings
22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

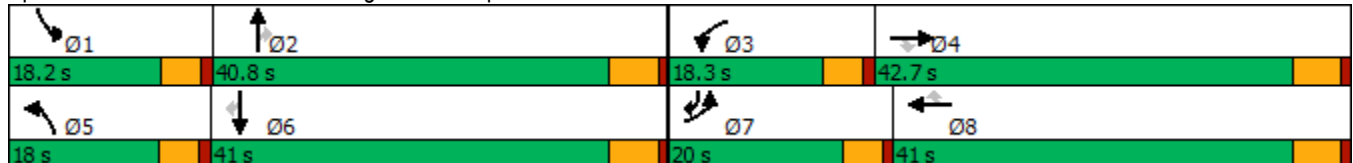
07/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	444	835	135	91	856	249	116	912	47	187	994	385
Future Volume (vph)	444	835	135	91	856	249	116	912	47	187	994	385
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated































Splits and Phases: 22: State College Bl. & Chapman Av.



HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	444	835	135	91	856	249	116	912	47	187	994	385
Future Volume (veh/h)	444	835	135	91	856	249	116	912	47	187	994	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	472	888	131	97	911	243	123	970	38	199	1057	338
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	478	1290	570	122	1042	458	151	1168	516	262	1137	713
Arrive On Green	0.14	0.36	0.36	0.07	0.29	0.29	0.08	0.32	0.32	0.07	0.31	0.31
Sat Flow, veh/h	3510	3610	1594	1810	3610	1587	1810	3610	1595	3510	3610	1567
Grp Volume(v), veh/h	472	888	131	97	911	243	123	970	38	199	1057	338
Grp Sat Flow(s),veh/h/ln	1755	1805	1594	1810	1805	1587	1810	1805	1595	1755	1805	1567
Q Serve(g_s), s	15.2	23.7	6.5	6.0	27.1	14.5	7.6	28.1	1.9	6.3	32.1	17.1
Cycle Q Clear(g_c), s	15.2	23.7	6.5	6.0	27.1	14.5	7.6	28.1	1.9	6.3	32.1	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	1290	570	122	1042	458	151	1168	516	262	1137	713
V/C Ratio(X)	0.99	0.69	0.23	0.79	0.87	0.53	0.82	0.83	0.07	0.76	0.93	0.47
Avail Cap(c_a), veh/h	478	1290	570	219	1137	500	215	1168	516	422	1137	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	31.0	25.4	51.9	38.2	33.8	51.0	35.4	26.5	51.3	37.5	21.7
Incr Delay (d2), s/veh	37.5	1.6	0.2	4.3	7.3	1.0	10.2	6.9	0.3	1.7	14.4	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	9.0	10.2	2.4	2.8	12.6	5.6	3.8	13.0	0.7	2.8	15.9	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.3	32.5	25.6	56.3	45.6	34.7	61.2	42.3	26.8	53.0	51.9	24.0
LnGrp LOS	F	C	C	E	D	C	E	D	C	D	D	C
Approach Vol, veh/h		1491			1251			1131			1594	
Approach Delay, s/veh		48.9			44.3			43.8			46.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	42.0	12.2	45.8	14.0	41.0	20.0	38.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+1), s	8.3	30.1	8.0	25.7	9.6	34.1	17.2	29.1				
Green Ext Time (p_c), s	0.2	2.8	0.0	4.8	0.0	1.1	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

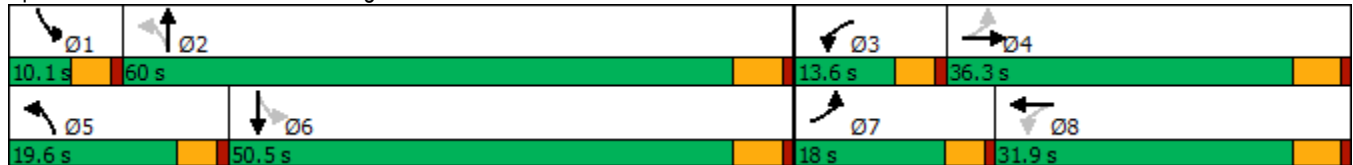


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	196	291	68	212	93	587	26	944
Future Volume (vph)	196	291	68	212	93	587	26	944
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated

Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	196	291	191	68	212	38	93	587	90	26	944	194
Future Volume (veh/h)	196	291	191	68	212	38	93	587	90	26	944	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	316	158	74	230	37	101	638	93	28	1026	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	450	219	216	383	61	276	1689	246	426	1547	302
Arrive On Green	0.12	0.19	0.19	0.05	0.12	0.12	0.05	0.54	0.54	0.03	0.52	0.52
Sat Flow, veh/h	1810	2328	1134	1810	3113	493	1810	3154	459	1810	2998	586
Grp Volume(v), veh/h	213	243	231	74	132	135	101	365	366	28	617	610
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1801	1810	1805	1808	1810	1805	1779
Q Serve(g_s), s	10.1	12.8	13.3	3.6	7.0	7.3	2.6	12.0	12.0	0.7	25.6	25.8
Cycle Q Clear(g_c), s	10.1	12.8	13.3	3.6	7.0	7.3	2.6	12.0	12.0	0.7	25.6	25.8
Prop In Lane	1.00		0.68	1.00		0.27	1.00		0.25	1.00		0.33
Lane Grp Cap(c), veh/h	343	349	320	216	222	222	276	967	968	426	932	918
V/C Ratio(X)	0.62	0.70	0.72	0.34	0.59	0.61	0.37	0.38	0.38	0.07	0.66	0.66
Avail Cap(c_a), veh/h	367	547	502	288	469	468	458	967	968	475	932	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	38.4	38.6	36.7	42.3	42.4	14.5	13.8	13.8	11.3	18.1	18.2
Incr Delay (d2), s/veh	1.9	2.5	3.1	0.3	2.5	2.7	0.3	1.1	1.1	0.0	3.7	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.7	5.5	1.6	3.2	3.3	1.0	4.8	4.8	0.3	10.7	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	40.9	41.6	37.0	44.8	45.1	14.8	14.9	14.9	11.4	21.8	22.0
LnGrp LOS	C	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		687			341			832			1255	
Approach Delay, s/veh		39.0			43.2			14.9			21.7	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	60.0	9.5	25.1	9.3	58.0	16.7	18.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+1), s	2.7	14.0	5.6	15.3	4.6	27.8	12.1	9.3				
Green Ext Time (p_c), s	0.0	4.8	0.0	2.4	0.1	7.5	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				26.0								
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	11	36	58	24	33	44	98	825	68	0	1049	38
Future Vol, veh/h	11	36	58	24	33	44	98	825	68	0	1049	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	3	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	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	37	59	24	34	45	100	842	69	0	1070	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1728	2204	555	1527	2189	459	1109	0	0	-	-	0
Stage 1	1090	1090	-	1080	1080	-	-	-	-	-	-	-
Stage 2	638	1114	-	447	1109	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	-	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	*342	*134	411	*522	*138	*750	352	-	-	0	-	-
Stage 1	*179	*294	-	*678	*619	-	-	-	-	0	-	-
Stage 2	*678	*619	-	*534	*288	-	-	-	-	0	-	-
Platoon blocked, %	1	1		1	1	1		-	-	-	-	-
Mov Cap-1 Maneuver	*211	*96	411	*302	*99	*748	352	-	-	-	-	-
Mov Cap-2 Maneuver	*68	*203	-	*274	*155	-	-	-	-	-	-	-
Stage 1	*128	*294	-	*484	*442	-	-	-	-	-	-	-
Stage 2	*422	*442	-	*400	*288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.7	21.8	1.9	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	352	-	-	68	295	274	283	-	-
HCM Lane V/C Ratio	0.284	-	-	0.165	0.325	0.089	0.278	-	-
HCM Control Delay (s)	19.2	-	-	68.1	23	19.4	22.5	-	-
HCM Lane LOS	C	-	-	F	C	C	C	-	-
HCM 95th %tile Q(veh)	1.1	-	-	0.6	1.4	0.3	1.1	-	-

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

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	1	0	3	21	0	5	9	985	45	25	1103	3
Future Vol, veh/h	1	0	3	21	0	5	9	985	45	25	1103	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	3	21	0	5	9	995	45	25	1114	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1682	2226	561	1536	2205	522	1117	0	0	1042	0	0
Stage 1	1166	1166	-	1038	1038	-	-	-	-	-	-	-
Stage 2	516	1060	-	498	1167	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*542	*167	407	*632	*175	*699	349	-	-	*1049	-	-
Stage 1	*158	*270	-	*632	*577	-	-	-	-	-	-	-
Stage 2	*632	*577	-	*497	*270	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*518	*158	406	*602	*166	*697	349	-	-	*1047	-	-
Mov Cap-2 Maneuver	*549	*220	-	*562	*218	-	-	-	-	-	-	-
Stage 1	*154	*264	-	*614	*561	-	-	-	-	-	-	-
Stage 2	*611	*561	-	*481	*264	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	11.5	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	349	-	-	434	584	*1047	-	-
HCM Lane V/C Ratio	0.026	-	-	0.009	0.045	0.024	-	-
HCM Control Delay (s)	15.6	-	-	13.4	11.5	8.5	-	-
HCM Lane LOS	C	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0.1	-	-

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

Timings
26: State College Bl. & Orangethorpe Av.

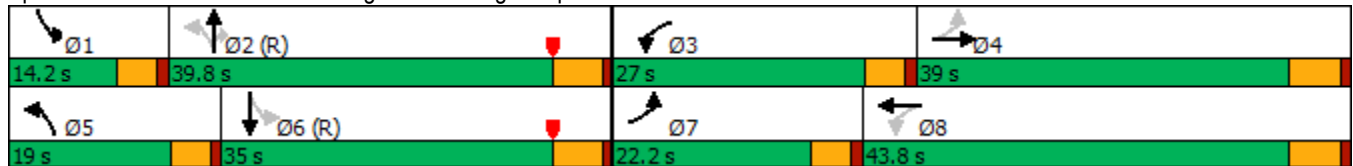


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	217	694	209	594	283	701	93	112	902
Future Volume (vph)	217	694	209	594	283	701	93	112	902
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated




























Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 		 		 
Traffic Volume (veh/h)	217	694	233	209	594	107	283	701	93	112	902	113
Future Volume (veh/h)	217	694	233	209	594	107	283	701	93	112	902	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	231	738	212	222	632	96	301	746	64	119	960	103
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	339	915	260	292	1023	153	385	1570	698	358	1784	191
Arrive On Green	0.11	0.23	0.23	0.11	0.22	0.22	0.12	0.43	0.43	0.06	0.38	0.38
Sat Flow, veh/h	1810	4008	1138	1810	4548	682	1810	3610	1606	1810	4753	509
Grp Volume(v), veh/h	231	635	315	222	479	249	301	746	64	119	698	365
Grp Sat Flow(s),veh/h/ln	1810	1729	1688	1810	1729	1772	1810	1805	1606	1810	1729	1803
Q Serve(g_s), s	11.6	20.9	21.2	11.1	14.9	15.2	11.8	17.7	2.8	4.8	18.9	19.0
Cycle Q Clear(g_c), s	11.6	20.9	21.2	11.1	14.9	15.2	11.8	17.7	2.8	4.8	18.9	19.0
Prop In Lane	1.00		0.67	1.00		0.38	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	339	789	385	292	778	399	385	1570	698	358	1298	677
V/C Ratio(X)	0.68	0.81	0.82	0.76	0.62	0.63	0.78	0.48	0.09	0.33	0.54	0.54
Avail Cap(c_a), veh/h	398	957	467	429	1095	561	394	1570	698	401	1298	677
HCM Platoon Ratio	1.00	1.00	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	0.92	0.92	0.92	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	43.8	43.9	32.8	41.8	41.9	21.6	24.2	20.0	21.3	29.3	29.3
Incr Delay (d2), s/veh	2.6	4.3	9.1	2.0	0.7	1.5	8.3	1.0	0.2	0.2	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	9.1	9.5	4.9	6.3	6.6	5.6	7.5	1.1	2.0	7.9	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	48.1	53.1	34.8	42.6	43.4	30.0	25.2	20.2	21.5	30.9	32.4
LnGrp LOS	C	D	D	C	D	D	C	C	C	C	C	C
Approach Vol, veh/h		1181			950			1111			1182	
Approach Delay, s/veh		46.6			41.0			26.2			30.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	57.6	17.9	33.2	18.4	50.5	18.3	32.8				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0				
Max Q Clear Time (g_c+1), s	6.8	19.7	13.1	23.2	13.8	21.0	13.6	17.2				
Green Ext Time (p_c), s	0.0	4.4	0.2	4.1	0.0	4.2	0.1	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

Timings
27: State College Bl. & SR-91 WB Ramps



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↕	↷	↶↷	↑↑↑	↑↑↑↷
Traffic Volume (vph)	178	0	471	270	769	852
Future Volume (vph)	178	0	471	270	769	852
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵	↔	↗	↗↗	↗↗↗			↗↗↗	
Traffic Volume (veh/h)	0	0	0	178	0	471	270	769	0	0	852	709
Future Volume (veh/h)	0	0	0	178	0	471	270	769	0	0	852	709
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				125	0	481	284	809	0	0	897	623
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				324	0	576	368	3792	0	0	2010	915
Arrive On Green				0.18	0.00	0.18	0.03	0.24	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1810	0	3220	3510	5358	0	0	3629	1574
Grp Volume(v), veh/h				125	0	481	284	809	0	0	897	623
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1729	1574
Q Serve(g_s), s				6.1	0.0	14.4	8.0	12.5	0.0	0.0	14.7	27.4
Cycle Q Clear(g_c), s				6.1	0.0	14.4	8.0	12.5	0.0	0.0	14.7	27.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				324	0	576	368	3792	0	0	2010	915
V/C Ratio(X)				0.39	0.00	0.83	0.77	0.21	0.00	0.00	0.45	0.68
Avail Cap(c_a), veh/h				425	0	757	544	3792	0	0	2010	915
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.88	0.88	0.00	0.00	0.57	0.57
Uniform Delay (d), s/veh				36.2	0.0	39.6	47.1	14.9	0.0	0.0	11.8	14.5
Incr Delay (d2), s/veh				0.8	0.0	6.2	3.5	0.1	0.0	0.0	0.4	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	12.7	3.8	5.7	0.0	0.0	5.1	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.0	0.0	45.9	50.6	15.0	0.0	0.0	12.2	16.9
LnGrp LOS				D	A	D	D	B	A	A	B	B
Approach Vol, veh/h					606			1093			1520	
Approach Delay, s/veh					44.0			24.3			14.1	
Approach LOS					D			C			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		77.6		22.4	15.0	62.6						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		14.5		16.4	10.0	29.4						
Green Ext Time (p_c), s		9.3		1.5	0.5	12.5						

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
28: State College Bl. & SR-91 EB Ramps

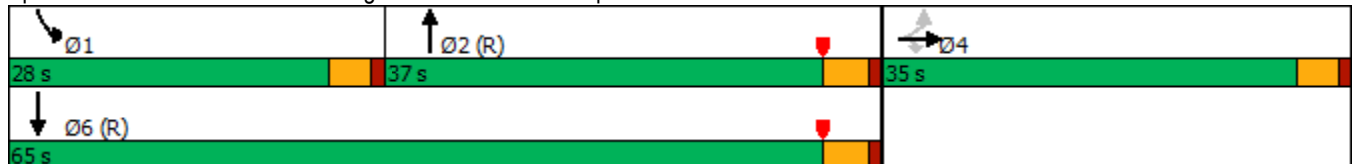


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	512	0	190	527	404	626
Future Volume (vph)	512	0	190	527	404	626
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated





















Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 28: State College Bl. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	512	0	190	0	0	0	0	527	382	404	626	0
Future Volume (veh/h)	512	0	190	0	0	0	0	527	382	404	626	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	549	0	45				0	543	253	416	645	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	670	0	298				0	1891	851	499	3776	0
Arrive On Green	0.19	0.00	0.19				0.00	0.54	0.54	0.28	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	3649	1566	3510	5358	0
Grp Volume(v), veh/h	549	0	45				0	540	256	416	645	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1586	1755	1729	0
Q Serve(g_s), s	14.6	0.0	2.3				0.0	8.4	8.8	11.1	0.0	0.0
Cycle Q Clear(g_c), s	14.6	0.0	2.3				0.0	8.4	8.8	11.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	670	0	298				0	1880	862	499	3776	0
V/C Ratio(X)	0.82	0.00	0.15				0.00	0.29	0.30	0.83	0.17	0.00
Avail Cap(c_a), veh/h	1115	0	496				0	1880	862	835	3776	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	39.1	0.0	34.2				0.0	12.3	12.4	34.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.2				0.0	0.4	0.9	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.9				0.0	3.1	3.1	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	34.4				0.0	12.7	13.3	37.6	0.1	0.0
LnGrp LOS	D	A	C				A	B	B	D	A	A
Approach Vol, veh/h		594						796			1061	
Approach Delay, s/veh		41.1						12.9			14.8	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	18.4	58.9	22.7	77.3								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	13.1	10.8	16.6	2.0								
Green Ext Time (p_c), s	1.1	7.1	1.9	7.1								

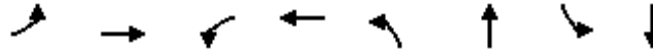
Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Placentia Av. & Kimberly Av.

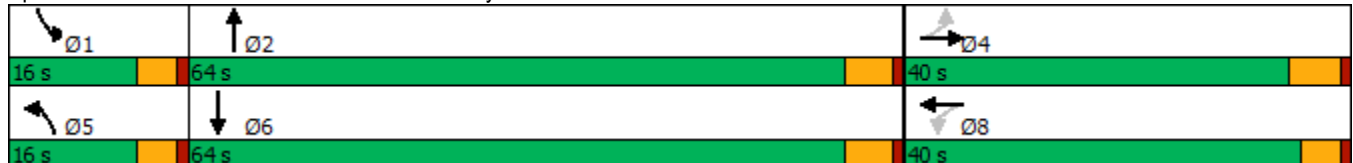


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↕	↘	↕
Traffic Volume (vph)	76	18	22	6	29	547	37	826
Future Volume (vph)	76	18	22	6	29	547	37	826
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 29: Placentia Av. & Kimberly Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕	↘	↗	↕	↘
Traffic Volume (veh/h)	76	18	10	22	6	26	29	547	54	37	826	85
Future Volume (veh/h)	76	18	10	22	6	26	29	547	54	37	826	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	20	5	25	7	7	33	622	53	42	939	96
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	242	178	44	234	105	105	57	2233	190	66	2210	226
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.66	0.66	0.04	0.67	0.67
Sat Flow, veh/h	1409	1466	366	1401	867	867	1810	3365	286	1810	3305	338
Grp Volume(v), veh/h	86	0	25	25	0	14	33	333	342	42	513	522
Grp Sat Flow(s),veh/h/ln	1409	0	1832	1401	0	1734	1810	1805	1846	1810	1805	1838
Q Serve(g_s), s	5.1	0.0	1.1	1.4	0.0	0.6	1.6	6.7	6.8	2.0	11.6	11.6
Cycle Q Clear(g_c), s	5.7	0.0	1.1	2.5	0.0	0.6	1.6	6.7	6.8	2.0	11.6	11.6
Prop In Lane	1.00		0.20	1.00		0.50	1.00		0.16	1.00		0.18
Lane Grp Cap(c), veh/h	242	0	222	234	0	210	57	1198	1225	66	1207	1229
V/C Ratio(X)	0.36	0.00	0.11	0.11	0.00	0.07	0.58	0.28	0.28	0.64	0.42	0.43
Avail Cap(c_a), veh/h	617	0	709	626	0	695	234	1198	1225	234	1207	1229
HCM Platoon Ratio	1.00	1.00	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	36.9	0.0	34.6	35.7	0.0	34.4	42.2	6.1	6.1	42.0	6.8	6.8
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.2	0.0	0.1	3.5	0.6	0.6	3.8	1.1	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	1.7	0.0	0.5	0.5	0.0	0.3	0.7	2.2	2.3	0.9	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	34.8	35.9	0.0	34.5	45.7	6.7	6.7	45.7	7.9	7.9
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		111			39			708			1077	
Approach Delay, s/veh		37.1			35.4			8.5			9.3	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	64.0		16.5	7.4	64.4		16.5				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	4.0	8.8		7.7	3.6	13.6		4.5				
Green Ext Time (p_c), s	0.0	4.3		0.3	0.0	7.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

Timings
30: Placentia Av. & Orangethorpe Av.

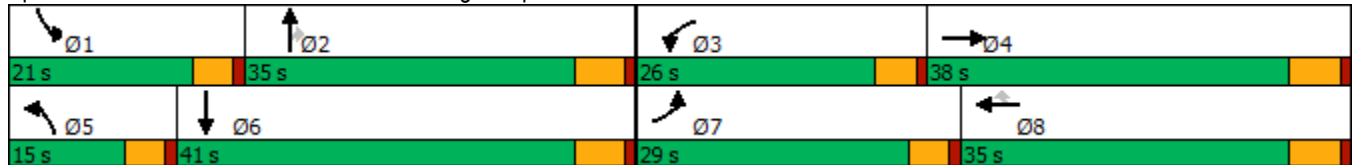


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶	↶	↶↶	↶↶
Traffic Volume (vph)	178	637	99	600	272	43	256	124	211	306
Future Volume (vph)	178	637	99	600	272	43	256	124	211	306
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
























Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	637	21	99	600	272	43	256	124	211	306	313
Future Volume (veh/h)	178	637	21	99	600	272	43	256	124	211	306	313
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		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	200	716	20	111	674	0	48	288	100	237	344	287
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	2034	57	142	1757		72	724	317	322	476	390
Arrive On Green	0.13	0.39	0.39	0.08	0.34	0.00	0.04	0.20	0.20	0.09	0.25	0.25
Sat Flow, veh/h	1810	5185	144	1810	5187	1610	1810	3610	1584	3510	1882	1543
Grp Volume(v), veh/h	200	477	259	111	674	0	48	288	100	237	330	301
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1610	1810	1805	1584	1755	1805	1620
Q Serve(g_s), s	9.3	8.4	8.4	5.2	8.5	0.0	2.3	6.0	4.6	5.7	14.4	14.7
Cycle Q Clear(g_c), s	9.3	8.4	8.4	5.2	8.5	0.0	2.3	6.0	4.6	5.7	14.4	14.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	239	1357	734	142	1757		72	724	317	322	456	409
V/C Ratio(X)	0.84	0.35	0.35	0.78	0.38		0.67	0.40	0.32	0.74	0.72	0.74
Avail Cap(c_a), veh/h	512	1357	734	449	1757		218	1240	544	668	745	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	18.5	18.5	39.0	21.7	0.0	40.8	29.9	29.4	38.1	29.4	29.6
Incr Delay (d2), s/veh	2.9	0.7	1.3	3.5	0.6	0.0	4.0	0.4	0.6	1.2	2.2	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	4.1	3.2	3.6	2.4	3.3	0.0	1.0	2.5	1.7	2.4	6.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	19.2	19.8	42.5	22.3	0.0	44.8	30.3	30.0	39.3	31.6	32.2
LnGrp LOS	D	B	B	D	C		D	C	C	D	C	C
Approach Vol, veh/h		936			785	A		436			868	
Approach Delay, s/veh		23.7			25.1			31.8			33.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	22.7	11.4	39.6	8.0	27.2	16.0	35.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+I1), s	7.7	8.0	7.2	10.4	4.3	16.7	11.3	10.5				
Green Ext Time (p_c), s	0.3	2.0	0.1	4.3	0.0	3.6	0.2	4.2				

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

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

Timings
31: Orangethorpe Av. & SR-57 SB Ramps



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗↘	↖	↗↗↗	↖		↕	↖	↕
Traffic Volume (vph)	191	793	10	860	562	1	9	267	0
Future Volume (vph)	191	793	10	860	562	1	9	267	0
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	14.6	14.6	36.8	36.8
Total Split (%)	18.4%	43.1%	9.6%	34.3%	34.3%	13.4%	13.4%	33.9%	33.9%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 108.6

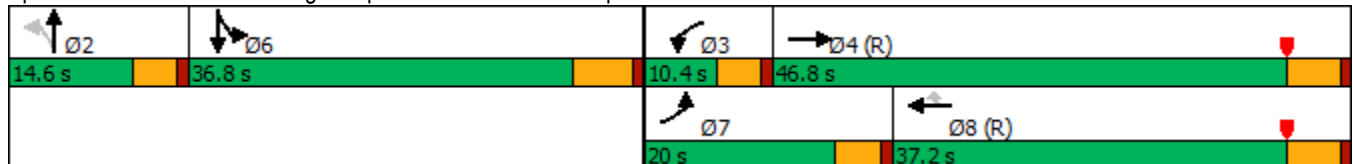
Actuated Cycle Length: 108.6

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	191	793	1	10	860	562	1	9	32	267	0	169
Future Volume (veh/h)	191	793	1	10	860	562	1	9	32	267	0	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	862	1	11	935	0	1	10	30	230	84	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	274	2965	3	24	2537		3	27	80	327	101	205
Arrive On Green	0.08	0.55	0.55	0.01	0.49	0.00	0.07	0.07	0.07	0.18	0.18	0.18
Sat Flow, veh/h	3510	5351	6	1810	5187	1610	41	409	1227	1810	560	1134
Grp Volume(v), veh/h	208	557	306	11	935	0	41	0	0	230	0	254
Grp Sat Flow(s),veh/h/ln	1755	1729	1899	1810	1729	1610	1677	0	0	1810	0	1694
Q Serve(g_s), s	6.3	9.3	9.3	0.7	12.2	0.0	2.6	0.0	0.0	13.0	0.0	15.8
Cycle Q Clear(g_c), s	6.3	9.3	9.3	0.7	12.2	0.0	2.6	0.0	0.0	13.0	0.0	15.8
Prop In Lane	1.00		0.00	1.00		1.00	0.02		0.73	1.00		0.67
Lane Grp Cap(c), veh/h	274	1916	1052	24	2537		109	0	0	327	0	306
V/C Ratio(X)	0.76	0.29	0.29	0.47	0.37		0.37	0.00	0.00	0.70	0.00	0.83
Avail Cap(c_a), veh/h	496	1916	1052	96	2537		154	0	0	515	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.57	0.57	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	12.9	12.9	53.4	17.4	0.0	48.8	0.0	0.0	41.9	0.0	43.1
Incr Delay (d2), s/veh	1.5	0.3	0.6	3.0	0.2	0.0	2.1	0.0	0.0	2.8	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.5	3.9	0.3	4.7	0.0	1.1	0.0	0.0	5.8	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	13.3	13.5	56.5	17.6	0.0	50.9	0.0	0.0	44.7	0.0	49.9
LnGrp LOS	D	B	B	E	B		D	A	A	D	A	D
Approach Vol, veh/h		1071			946	A		41				484
Approach Delay, s/veh		20.6			18.0			50.9				47.5
Approach LOS		C			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.7	6.0	65.8		25.5	13.1	58.7				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		10.0	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		4.6	2.7	11.3		17.8	8.3	14.2				
Green Ext Time (p_c), s		0.0	0.0	5.8		1.7	0.2	5.8				

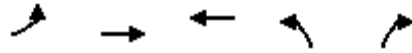
Intersection Summary

HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: SR-57 NB Ramps & Orangethorpe Av.

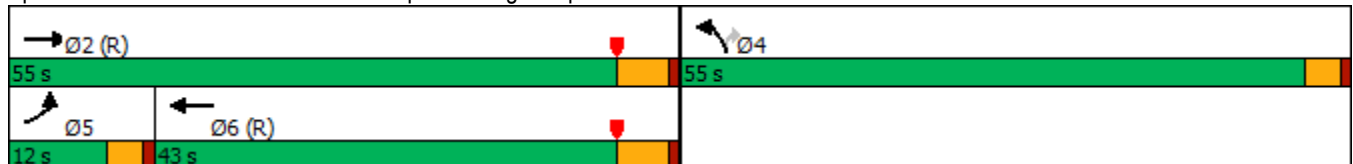


Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations	↗↗	↑↑↑	↑↑↑↔	↖↖	↗
Traffic Volume (vph)	143	950	1121	311	606
Future Volume (vph)	143	950	1121	311	606
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	5	2	6	4	
Permitted Phases					4
Detector Phase	5	2	6	4	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	32.0	32.0
Total Split (s)	12.0	55.0	43.0	55.0	55.0
Total Split (%)	10.9%	50.0%	39.1%	50.0%	50.0%
Yellow Time (s)	3.0	4.3	4.3	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.0	4.0
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
























Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 					
Traffic Volume (veh/h)	143	950	0	0	1121	292	311	0	606	0	0	0
Future Volume (veh/h)	143	950	0	0	1121	292	311	0	606	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	0	1900			
Adj Flow Rate, veh/h	155	1033	0	0	1218	317	338	0	659			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	216	2500	0	0	1553	404	1522	0	698			
Arrive On Green	0.06	0.48	0.00	0.00	0.38	0.38	0.43	0.00	0.43			
Sat Flow, veh/h	3510	5358	0	0	4214	1052	3510	0	1610			
Grp Volume(v), veh/h	155	1033	0	0	1042	493	338	0	659			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1637	1755	0	1610			
Q Serve(g_s), s	4.8	14.2	0.0	0.0	29.2	29.2	6.6	0.0	43.2			
Cycle Q Clear(g_c), s	4.8	14.2	0.0	0.0	29.2	29.2	6.6	0.0	43.2			
Prop In Lane	1.00		0.00	0.00		0.64	1.00		1.00			
Lane Grp Cap(c), veh/h	216	2500	0	0	1328	629	1522	0	698			
V/C Ratio(X)	0.72	0.41	0.00	0.00	0.78	0.78	0.22	0.00	0.94			
Avail Cap(c_a), veh/h	255	2500	0	0	1328	629	1628	0	747			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.7	18.4	0.0	0.0	29.9	29.9	19.5	0.0	29.9			
Incr Delay (d2), s/veh	7.2	0.5	0.0	0.0	4.7	9.5	0.1	0.0	20.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	5.5	0.0	0.0	12.4	12.6	2.6	0.0	35.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	18.9	0.0	0.0	34.5	39.3	19.6	0.0	49.9			
LnGrp LOS	E	B	A	A	C	D	B	A	D			
Approach Vol, veh/h		1188			1535			997				
Approach Delay, s/veh		24.0			36.1			39.7				
Approach LOS		C			D			D				
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		58.3		51.7	10.8	47.6						
Change Period (Y+Rc), s		5.3		4.0	4.0	5.3						
Max Green Setting (Gmax), s		49.7		51.0	8.0	37.7						
Max Q Clear Time (g_c+I1), s		16.2		45.2	6.8	31.2						
Green Ext Time (p_c), s		15.2		2.5	0.1	5.7						
Intersection Summary												
HCM 6th Ctrl Delay				33.2								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕		↕		↕
Traffic Vol, veh/h	2	0	28	57	0	65	12	1036	31	40	774	3
Future Vol, veh/h	2	0	28	57	0	65	12	1036	31	40	774	3
Conflicting Peds, #/hr	0	0	0	0	0	3	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	-	-	-	155	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	30	61	0	70	13	1114	33	43	832	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1506	2093	418	1659	-	577	835	0	0	1147	0	0
Stage 1	920	920	-	1157	-	-	-	-	-	-	-	-
Stage 2	586	1173	-	502	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*247	73	589	164	0	*673	807	-	-	1009	-	-
Stage 1	*296	352	-	621	0	-	-	-	-	-	-	-
Stage 2	*635	533	-	525	0	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1		1		-	-	1	-	-
Mov Cap-1 Maneuver	*200	64	589	142	-	*671	807	-	-	1009	-	-
Mov Cap-2 Maneuver	*242	203	-	295	-	-	-	-	-	-	-	-
Stage 1	*283	324	-	593	-	-	-	-	-	-	-	-
Stage 2	*542	509	-	458	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		15.4		0.3		0.7	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	538	295	671	1009	-	-
HCM Lane V/C Ratio	0.016	-	-	0.06	0.208	0.104	0.043	-	-
HCM Control Delay (s)	9.5	0.2	-	12.1	20.4	11	8.7	0.3	-
HCM Lane LOS	A	A	-	B	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.3	0.1	-	-

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

Timings
2: Raymond Av. & Orangethorpe Av.

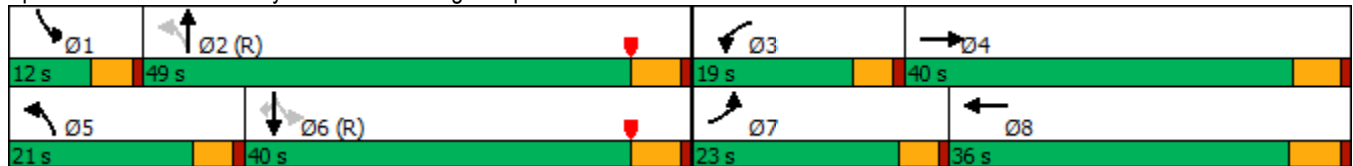


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↓	↙↙	↑↑↑	↙	↑↓	↙	↑↑	↙
Traffic Volume (vph)	183	973	297	949	234	764	93	675	195
Future Volume (vph)	183	973	297	949	234	764	93	675	195
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	27.4	9.6	27.8	9.6	30.4	9.6	31.4	31.4
Total Split (s)	23.0	40.0	19.0	36.0	21.0	49.0	12.0	40.0	40.0
Total Split (%)	19.2%	33.3%	15.8%	30.0%	17.5%	40.8%	10.0%	33.3%	33.3%
Yellow Time (s)	3.6	4.4	3.6	4.8	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55.6 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Raymond Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
2: Raymond Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑↑		↖	↑↑	↗
Traffic Volume (veh/h)	183	973	286	297	949	134	234	764	225	93	675	195
Future Volume (veh/h)	183	973	286	297	949	134	234	764	225	93	675	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	1014	259	309	989	111	244	796	229	97	703	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1139	290	361	1220	137	369	1108	319	237	1263	555
Arrive On Green	0.12	0.28	0.28	0.21	0.52	0.52	0.10	0.40	0.40	0.05	0.35	0.35
Sat Flow, veh/h	1810	4117	1050	3510	4722	529	1810	2757	793	1810	3610	1586
Grp Volume(v), veh/h	191	851	422	309	724	376	244	521	504	97	703	148
Grp Sat Flow(s),veh/h/ln	1810	1729	1710	1755	1729	1792	1810	1805	1745	1810	1805	1586
Q Serve(g_s), s	12.4	28.4	28.4	10.2	20.9	21.0	10.0	29.1	29.1	4.1	18.9	8.0
Cycle Q Clear(g_c), s	12.4	28.4	28.4	10.2	20.9	21.0	10.0	29.1	29.1	4.1	18.9	8.0
Prop In Lane	1.00		0.61	1.00		0.29	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	219	956	473	361	893	463	369	725	701	237	1263	555
V/C Ratio(X)	0.87	0.89	0.89	0.86	0.81	0.81	0.66	0.72	0.72	0.41	0.56	0.27
Avail Cap(c_a), veh/h	277	997	493	421	893	463	434	725	701	260	1263	555
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	41.7	41.7	46.8	26.6	26.6	22.6	30.2	30.2	25.6	31.5	28.0
Incr Delay (d2), s/veh	18.2	9.8	17.8	11.9	5.3	9.9	1.4	4.8	5.0	0.4	1.8	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	6.7	13.0	14.0	4.5	6.4	7.3	4.2	13.1	12.7	1.7	8.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	51.5	59.5	58.8	31.8	36.5	24.0	35.0	35.2	26.0	33.3	29.1
LnGrp LOS	E	D	E	E	C	D	C	C	D	C	C	C
Approach Vol, veh/h		1464			1409			1269			948	
Approach Delay, s/veh		56.2			39.0			32.9			31.9	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	53.6	16.9	39.0	16.7	47.4	19.1	36.8				
Change Period (Y+Rc), s	4.6	5.4	4.6	* 5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.4	43.6	14.4	* 35	16.4	34.6	18.4	30.2				
Max Q Clear Time (g_c+I1), s	6.1	31.1	12.2	30.4	12.0	20.9	14.4	23.0				
Green Ext Time (p_c), s	0.0	5.1	0.1	2.8	0.1	4.2	0.1	3.7				

Intersection Summary

HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

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

Timings
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗	↖	↑↑	↑↑↑	↗
Traffic Volume (vph)	226	393	310	939	844	664
Future Volume (vph)	226	393	310	939	844	664
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	7.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	11.6	25.9	26.9	26.9
Total Split (s)	23.0	23.0	23.0	57.0	34.0	34.0
Total Split (%)	28.8%	28.8%	28.8%	71.3%	42.5%	42.5%
Yellow Time (s)	3.6	3.6	3.6	3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.9	4.9	4.9
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated



















Splits and Phases: 3: Raymond Av. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 3: Raymond Av. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	226	0	393	310	939	0	0	844	664
Future Volume (veh/h)	0	0	0	226	0	393	310	939	0	0	844	664
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				246	0	151	337	1021	0	0	917	472
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				445	0	204	370	2723	0	0	2555	773
Arrive On Green				0.13	0.00	0.13	0.41	1.00	0.00	0.00	0.49	0.49
Sat Flow, veh/h				3510	0	1610	1810	3705	0	0	5358	1570
Grp Volume(v), veh/h				246	0	151	337	1021	0	0	917	472
Grp Sat Flow(s),veh/h/ln				1755	0	1610	1810	1805	0	0	1729	1570
Q Serve(g_s), s				5.3	0.0	7.2	14.0	0.0	0.0	0.0	8.7	17.4
Cycle Q Clear(g_c), s				5.3	0.0	7.2	14.0	0.0	0.0	0.0	8.7	17.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				445	0	204	370	2723	0	0	2555	773
V/C Ratio(X)				0.55	0.00	0.74	0.91	0.37	0.00	0.00	0.36	0.61
Avail Cap(c_a), veh/h				807	0	370	416	2723	0	0	2555	773
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	0.70	0.70
Uniform Delay (d), s/veh				32.8	0.0	33.7	23.0	0.0	0.0	0.0	12.5	14.7
Incr Delay (d2), s/veh				1.1	0.0	5.2	18.6	0.3	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				2.2	0.0	6.6	6.1	0.1	0.0	0.0	3.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.9	0.0	38.8	41.6	0.3	0.0	0.0	12.8	17.2
LnGrp LOS				C	A	D	D	A	A	A	B	B
Approach Vol, veh/h					397			1358			1389	
Approach Delay, s/veh					35.8			10.5			14.3	
Approach LOS					D			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		65.3		14.7	21.0	44.3						
Change Period (Y+Rc), s		4.9		4.6	4.6	4.9						
Max Green Setting (Gmax), s		52.1		18.4	18.4	29.1						
Max Q Clear Time (g_c+I1), s		2.0		9.2	16.0	19.4						
Green Ext Time (p_c), s		8.7		0.9	0.3	5.3						
Intersection Summary												
HCM 6th Ctrl Delay				15.4								
HCM 6th LOS				B								

Timings
4: Raymond Av. & SR-91 EB Ramps

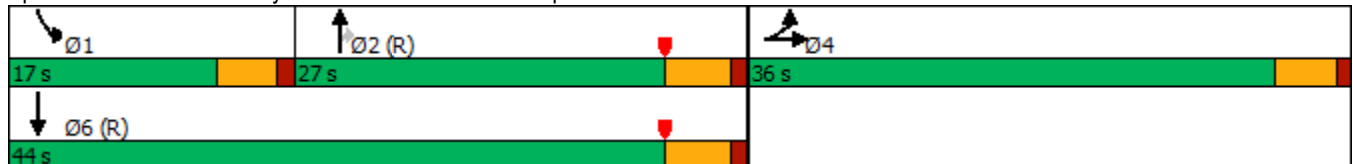


Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	453	4	796	226	311	760
Future Volume (vph)	453	4	796	226	311	760
Turn Type	Split	NA	NA	Perm	Prot	NA
Protected Phases	4	4	2		1	6
Permitted Phases				2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	11.6	11.6	26.9	26.9	11.6	21.9
Total Split (s)	36.0	36.0	27.0	27.0	17.0	44.0
Total Split (%)	45.0%	45.0%	33.8%	33.8%	21.3%	55.0%
Yellow Time (s)	3.6	3.6	3.9	3.9	3.6	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.9	4.9	4.6	4.9
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: Raymond Av. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 4: Raymond Av. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	4	511	0	0	0	0	796	226	311	760	0
Future Volume (veh/h)	453	4	511	0	0	0	0	796	226	311	760	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	388	121	301				0	829	154	324	792	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	546	146	362				0	1904	589	280	2092	0
Arrive On Green	0.30	0.30	0.30				0.00	0.37	0.37	0.31	1.00	0.00
Sat Flow, veh/h	1810	483	1201				0	5358	1606	1810	3705	0
Grp Volume(v), veh/h	388	0	422				0	829	154	324	792	0
Grp Sat Flow(s),veh/h/ln	1810	0	1684				0	1729	1606	1810	1805	0
Q Serve(g_s), s	15.2	0.0	18.7				0.0	9.6	5.4	12.4	0.0	0.0
Cycle Q Clear(g_c), s	15.2	0.0	18.7				0.0	9.6	5.4	12.4	0.0	0.0
Prop In Lane	1.00		0.71				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	546	0	508				0	1904	589	280	2092	0
V/C Ratio(X)	0.71	0.00	0.83				0.00	0.44	0.26	1.16	0.38	0.00
Avail Cap(c_a), veh/h	710	0	661				0	1904	589	280	2092	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	24.8	0.0	26.0				0.0	19.1	17.7	27.6	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	7.4				0.0	0.7	1.1	99.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	7.8				0.0	3.7	2.0	11.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	33.4				0.0	19.8	18.8	127.5	0.5	0.0
LnGrp LOS	C	A	C				A	B	B	F	A	A
Approach Vol, veh/h		810						983			1116	
Approach Delay, s/veh		30.6						19.6			37.3	
Approach LOS		C						B			D	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	17.0	34.3	28.7	51.3								
Change Period (Y+Rc), s	4.6	4.9	4.6	4.9								
Max Green Setting (Gmax), s	12.4	22.1	31.4	39.1								
Max Q Clear Time (g_c+I1), s	14.4	11.6	20.7	2.0								
Green Ext Time (p_c), s	0.0	5.4	3.5	8.7								

Intersection Summary

HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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	21	63	21	16	49	21	17	268	19	47	325	15
Future Vol, veh/h	21	63	21	16	49	21	17	268	19	47	325	15
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	160	-	-	155	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	74	25	19	58	25	20	315	22	55	382	18

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	728	878	200	704	876	169	400	0	0	337	0	0
Stage 1	501	501	-	366	366	-	-	-	-	-	-	-
Stage 2	227	377	-	338	510	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	*396	336	814	413	337	*1006	1170	-	-	1370	-	-
Stage 1	*526	546	-	779	718	-	-	-	-	-	-	-
Stage 2	*949	710	-	656	541	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*318	318	814	315	318	*1006	1170	-	-	1370	-	-
Mov Cap-2 Maneuver	*318	318	-	315	318	-	-	-	-	-	-	-
Stage 1	*517	524	-	766	706	-	-	-	-	-	-	-
Stage 2	*836	698	-	524	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.9	16.5	0.5	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	318	375	315	400	1370	-	-
HCM Lane V/C Ratio	0.017	-	-	0.078	0.264	0.06	0.206	0.04	-	-
HCM Control Delay (s)	8.1	-	-	17.3	18	17.2	16.3	7.7	-	-
HCM Lane LOS	A	-	-	C	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1	0.2	0.8	0.1	-	-

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

Timings
6: Acacia Av. & Orangethorpe Av.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	108	1257	112	980	75	94	106	120	124	142
Future Volume (vph)	108	1257	112	980	75	94	106	120	124	142
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4		8		2			6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	2	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.8	26.8	26.8	26.8	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (s)	59.6	59.6	59.6	59.6	30.4	30.4	30.4	30.4	30.4	30.4
Total Split (%)	66.2%	66.2%	66.2%	66.2%	33.8%	33.8%	33.8%	33.8%	33.8%	33.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

























Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	108	1257	124	112	980	75	75	94	106	120	124	142
Future Volume (veh/h)	108	1257	124	112	980	75	75	94	106	120	124	142
Initial Q (Qb), veh	0	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		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	117	1366	134	122	1065	75	82	102	48	130	135	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	3319	326	282	3419	241	225	350	293	254	350	295
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	501	4802	471	355	4947	348	1191	1900	1589	1257	1900	1597
Grp Volume(v), veh/h	117	984	516	122	744	396	82	102	48	130	135	69
Grp Sat Flow(s),veh/h/ln	501	1729	1815	355	1729	1837	1191	1900	1589	1257	1900	1597
Q Serve(g_s), s	10.8	11.1	11.1	20.3	7.6	7.6	5.8	4.2	2.3	8.9	5.6	3.3
Cycle Q Clear(g_c), s	18.4	11.1	11.1	31.4	7.6	7.6	11.5	4.2	2.3	13.1	5.6	3.3
Prop In Lane	1.00		0.26	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	2390	1254	282	2390	1270	225	350	293	254	350	295
V/C Ratio(X)	0.30	0.41	0.41	0.43	0.31	0.31	0.36	0.29	0.16	0.51	0.39	0.23
Avail Cap(c_a), veh/h	384	2390	1254	282	2390	1270	336	528	441	371	528	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	6.0	6.0	12.8	5.5	5.5	37.3	31.6	30.9	37.3	32.2	31.3
Incr Delay (d2), s/veh	0.8	0.2	0.4	4.8	0.3	0.6	1.0	0.5	0.3	1.6	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	3.1	1.7	2.1	2.3	1.7	1.9	0.9	2.7	2.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	6.2	6.4	17.5	5.8	6.1	38.2	32.1	31.1	38.9	32.9	31.7
LnGrp LOS	A	A	A	B	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1617			1262			232			334	
Approach Delay, s/veh		6.5			7.0			34.1			35.0	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.0		68.0		22.0		68.0				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		25.0		53.8		25.0		53.8				
Max Q Clear Time (g_c+I1), s		13.5		20.4		15.1		33.4				
Green Ext Time (p_c), s		0.7		14.4		0.9		9.4				
Intersection Summary												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	127	1	1	83	3	1
Future Vol, veh/h	127	1	1	83	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	138	1	1	90	3	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	139	0	231
Stage 1	-	-	-	-	139
Stage 2	-	-	-	-	92
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	-	-	1457	-	762
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	937
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1457	-	761
Mov Cap-2 Maneuver	-	-	-	-	817
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	936

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	839	-	-	1457	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	1483	1163	2	0	4
Future Vol, veh/h	0	1483	1163	2	0	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1612	1264	2	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	633
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	-	*657
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*657
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	657
HCM Lane V/C Ratio	-	-	-	0.007
HCM Control Delay (s)	-	-	-	10.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

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

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	125	4	9	73	10	23
Future Vol, veh/h	125	4	9	73	10	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	136	4	10	79	11	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	140	0	237
Stage 1	-	-	-	-	138
Stage 2	-	-	-	-	99
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	-	-	1456	-	756
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	930
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1456	-	751
Mov Cap-2 Maneuver	-	-	-	-	811
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	923

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	881	-	-	1456	-
HCM Lane V/C Ratio	0.041	-	-	0.007	-
HCM Control Delay (s)	9.3	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	2	1481	1158	4	10	6
Future Vol, veh/h	2	1481	1158	4	10	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1610	1259	4	11	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1263	0	-	0	1909 632
Stage 1	-	-	-	-	1261 -
Stage 2	-	-	-	-	648 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*464 *657
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*463 *657
Mov Cap-2 Maneuver	-	-	-	-	*546 -
Stage 1	-	-	-	-	*673 -
Stage 2	-	-	-	-	*607 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	583
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	9.4	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑				↕			↕	
Traffic Vol, veh/h	3	1488	0	0	1155	5	0	0	0	12	0	7
Future Vol, veh/h	3	1488	0	0	1155	5	0	0	0	12	0	7
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	1617	0	0	1255	5	0	0	0	13	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1260	0	-	1617	0	0	2125	2883	809	1911	2881	630
Stage 1	-	-	-	-	-	-	1623	1623	-	1258	1258	-
Stage 2	-	-	-	-	-	-	502	1260	-	653	1623	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	*826	-	0	*717	-	-	*351	*280	*570	*351	*282	*657
Stage 1	-	-	0	-	-	-	*585	*556	-	*674	*641	-
Stage 2	-	-	0	-	-	-	*674	*641	-	*585	*556	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*826	-	-	*717	-	-	*346	*279	*570	*350	*280	*657
Mov Cap-2 Maneuver	-	-	-	-	-	-	*498	*461	-	*502	*462	-
Stage 1	-	-	-	-	-	-	*582	*554	-	*671	*641	-
Stage 2	-	-	-	-	-	-	*666	*641	-	*583	*554	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	11.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	* 826	-	* 717	-	-	550
HCM Lane V/C Ratio	-	0.004	-	-	-	-	0.038
HCM Control Delay (s)	0	9.4	-	0	-	-	11.8
HCM Lane LOS		A	A	-	A	-	B
HCM 95th %tile Q(veh)	-	0	-	0	-	-	0.1

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	132	2	5	86	4	12
Future Vol, veh/h	132	2	5	86	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	143	2	5	93	4	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	145	0	247
Stage 1	-	-	-	-	144
Stage 2	-	-	-	-	103
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	-	-	1450	-	746
Stage 1	-	-	-	-	888
Stage 2	-	-	-	-	926
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1450	-	744
Mov Cap-2 Maneuver	-	-	-	-	807
Stage 1	-	-	-	-	888
Stage 2	-	-	-	-	923

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	881	-	-	1450	-
HCM Lane V/C Ratio	0.02	-	-	0.004	-
HCM Control Delay (s)	9.2	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	3	1452	1159	4	14	4
Future Vol, veh/h	3	1452	1159	4	14	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	1578	1260	4	15	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1264	0	-	0	1899 632
Stage 1	-	-	-	-	1262 -
Stage 2	-	-	-	-	637 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*335 *657
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*334 *657
Mov Cap-2 Maneuver	-	-	-	-	*507 -
Stage 1	-	-	-	-	*671 -
Stage 2	-	-	-	-	*607 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	534
HCM Lane V/C Ratio	0.004	-	-	-	0.037
HCM Control Delay (s)	9.4	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	2	3	88	3	10
Future Vol, veh/h	143	2	3	88	3	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	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	155	2	3	96	3	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	157	0	258
Stage 1	-	-	-	-	156
Stage 2	-	-	-	-	102
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	-	-	1435	-	735
Stage 1	-	-	-	-	877
Stage 2	-	-	-	-	927
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1435	-	734
Mov Cap-2 Maneuver	-	-	-	-	799
Stage 1	-	-	-	-	877
Stage 2	-	-	-	-	925

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1435	-
HCM Lane V/C Ratio	0.016	-	-	0.002	-
HCM Control Delay (s)	9.2	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	2	1464	1160	6	16	4
Future Vol, veh/h	2	1464	1160	6	16	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1591	1261	7	17	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1268	0	-	0	1905 634
Stage 1	-	-	-	-	1265 -
Stage 2	-	-	-	-	640 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*335 *657
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*334 *657
Mov Cap-2 Maneuver	-	-	-	-	*508 -
Stage 1	-	-	-	-	*673 -
Stage 2	-	-	-	-	*607 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	532
HCM Lane V/C Ratio	0.003	-	-	-	0.041
HCM Control Delay (s)	9.4	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	151	1	2	88	3	5
Future Vol, veh/h	151	1	2	88	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	164	1	2	96	3	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	165	0	265
Stage 1	-	-	-	-	165
Stage 2	-	-	-	-	100
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	-	-	1426	-	728
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	929
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1426	-	727
Mov Cap-2 Maneuver	-	-	-	-	794
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	928

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	1426	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Control Delay (s)	9.3	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	157	0	6	90	0	16
Future Vol, veh/h	157	0	6	90	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	171	0	7	98	0	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	171	0	283
Stage 1	-	-	-	-	171
Stage 2	-	-	-	-	112
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	-	-	1418	-	711
Stage 1	-	-	-	-	864
Stage 2	-	-	-	-	918
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1418	-	707
Mov Cap-2 Maneuver	-	-	-	-	783
Stage 1	-	-	-	-	864
Stage 2	-	-	-	-	913

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	878	-	-	1418	-
HCM Lane V/C Ratio	0.02	-	-	0.005	-
HCM Control Delay (s)	9.2	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1468	1161	8	22	0
Future Vol, veh/h	0	1468	1161	8	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	3	19	21	0
Mvmt Flow	0	1596	1262	9	24	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1271	0	-	0	1905 636
Stage 1	-	-	-	-	1267 -
Stage 2	-	-	-	-	638 -
Critical Hdwy	5.3	-	-	-	6.12 7.1
Critical Hdwy Stg 1	-	-	-	-	7.02 -
Critical Hdwy Stg 2	-	-	-	-	6.42 -
Follow-up Hdwy	3.1	-	-	-	4.01 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*355 *657
Stage 1	-	-	-	-	*639 -
Stage 2	-	-	-	-	*576 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*355 *657
Mov Cap-2 Maneuver	-	-	-	-	*493 -
Stage 1	-	-	-	-	*639 -
Stage 2	-	-	-	-	*576 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	493
HCM Lane V/C Ratio	-	-	-	-	0.049
HCM Control Delay (s)	0	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	172	0	3	96	0	7
Future Vol, veh/h	172	0	3	96	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	187	0	3	104	0	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	187	0	297
Stage 1	-	-	-	-	187
Stage 2	-	-	-	-	110
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	-	-	1399	-	698
Stage 1	-	-	-	-	850
Stage 2	-	-	-	-	920
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1399	-	697
Mov Cap-2 Maneuver	-	-	-	-	775
Stage 1	-	-	-	-	850
Stage 2	-	-	-	-	918

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	860	-	-	1399	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Control Delay (s)	9.2	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Timings
22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/16/2020

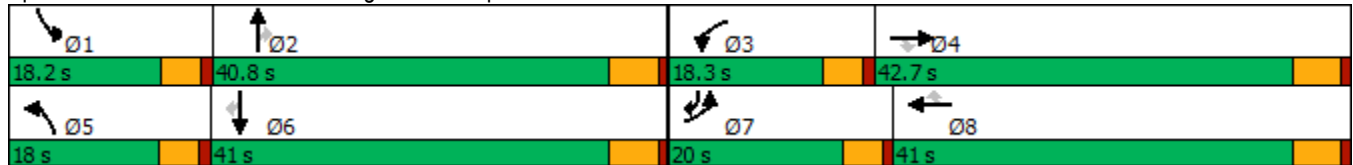


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕	↕↕	↕	↕	↕↕	↕	↕	↕↕	↕	↕↕	↕↕	↕
Traffic Volume (vph)	372	791	134	147	991	196	182	689	81	232	904	491
Future Volume (vph)	372	791	134	147	991	196	182	689	81	232	904	491
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	32.4	32.4	9.6	30.4	30.4	9.6	28.4	28.4	9.6	31.4	9.6
Total Split (s)	20.0	42.7	42.7	18.3	41.0	41.0	18.0	40.8	40.8	18.2	41.0	20.0
Total Split (%)	16.7%	35.6%	35.6%	15.3%	34.2%	34.2%	15.0%	34.0%	34.0%	15.2%	34.2%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.4	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.4	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated































Splits and Phases: 22: State College Bl. & Chapman Av.



HCM 6th Signalized Intersection Summary
 22: State College Bl. & Chapman Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (veh/h)	372	791	134	147	991	196	182	689	81	232	904	491
Future Volume (veh/h)	372	791	134	147	991	196	182	689	81	232	904	491
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		0.97	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	388	824	115	153	1032	153	190	718	58	242	942	468
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1169	515	180	1074	465	203	1169	512	301	1074	669
Arrive On Green	0.13	0.32	0.32	0.10	0.30	0.30	0.11	0.32	0.32	0.09	0.30	0.30
Sat Flow, veh/h	3510	3610	1592	1810	3610	1561	1810	3610	1580	3510	3610	1570
Grp Volume(v), veh/h	388	824	115	153	1032	153	190	718	58	242	942	468
Grp Sat Flow(s),veh/h/ln	1755	1805	1592	1810	1805	1561	1810	1805	1580	1755	1805	1570
Q Serve(g_s), s	13.0	23.9	6.3	10.0	33.6	9.1	12.5	20.1	3.1	8.1	29.7	29.3
Cycle Q Clear(g_c), s	13.0	23.9	6.3	10.0	33.6	9.1	12.5	20.1	3.1	8.1	29.7	29.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1169	515	180	1074	465	203	1169	512	301	1074	669
V/C Ratio(X)	0.88	0.71	0.22	0.85	0.96	0.33	0.94	0.61	0.11	0.80	0.88	0.70
Avail Cap(c_a), veh/h	452	1169	515	207	1074	465	203	1169	512	399	1074	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	35.4	29.5	53.0	41.3	32.7	52.7	34.1	28.4	53.7	39.9	28.4
Incr Delay (d2), s/veh	16.8	2.0	0.2	22.1	18.7	0.4	45.2	2.4	0.4	6.4	10.1	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	6.6	10.5	2.4	5.5	17.2	3.4	8.1	9.0	1.2	3.8	14.2	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	37.4	29.7	75.0	60.0	33.1	97.9	36.5	28.8	60.1	50.0	34.3
LnGrp LOS	E	D	C	E	E	C	F	D	C	E	D	C
Approach Vol, veh/h		1327			1338			966			1652	
Approach Delay, s/veh		45.7			58.7			48.2			47.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	44.2	16.5	44.1	18.0	41.0	19.6	41.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	13.6	35.4	13.7	37.3	13.4	35.6	15.4	35.6				
Max Q Clear Time (g_c+I1), s	10.1	22.1	12.0	25.9	14.5	31.7	15.0	35.6				
Green Ext Time (p_c), s	0.2	4.0	0.0	4.4	0.0	2.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			49.9									
HCM 6th LOS			D									

Timings
23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020

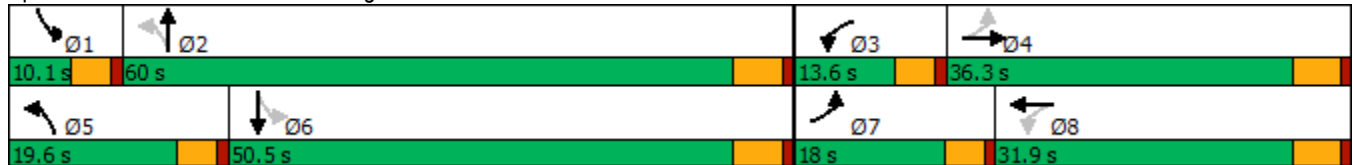


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	185	291	111	301	156	707	49	657
Future Volume (vph)	185	291	111	301	156	707	49	657
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	25.4	9.6	25.4	9.6	25.4	9.6	25.4
Total Split (s)	18.0	36.3	13.6	31.9	19.6	60.0	10.1	50.5
Total Split (%)	15.0%	30.3%	11.3%	26.6%	16.3%	50.0%	8.4%	42.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated





















Splits and Phases: 23: State College Bl. & Commonwealth Av.



HCM 6th Signalized Intersection Summary
 23: State College Bl. & Commonwealth Av.

Goodman Logistics Center (JN:13156)

08/14/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	291	144	111	301	26	156	707	106	49	657	268
Future Volume (veh/h)	185	291	144	111	301	26	156	707	106	49	657	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	313	93	119	324	25	168	760	108	53	706	276
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	471	138	264	451	35	363	1667	237	381	1259	492
Arrive On Green	0.11	0.17	0.17	0.07	0.13	0.13	0.06	0.53	0.53	0.04	0.50	0.50
Sat Flow, veh/h	1810	2753	804	1810	3394	260	1810	3172	451	1810	2523	986
Grp Volume(v), veh/h	199	203	203	119	171	178	168	432	436	53	505	477
Grp Sat Flow(s),veh/h/ln	1810	1805	1752	1810	1805	1850	1810	1805	1818	1810	1805	1704
Q Serve(g_s), s	9.5	10.9	11.3	5.8	9.5	9.6	4.6	15.5	15.5	1.5	20.2	20.2
Cycle Q Clear(g_c), s	9.5	10.9	11.3	5.8	9.5	9.6	4.6	15.5	15.5	1.5	20.2	20.2
Prop In Lane	1.00		0.46	1.00		0.14	1.00		0.25	1.00		0.58
Lane Grp Cap(c), veh/h	313	309	300	264	240	246	363	949	956	381	900	850
V/C Ratio(X)	0.64	0.66	0.68	0.45	0.71	0.72	0.46	0.46	0.46	0.14	0.56	0.56
Avail Cap(c_a), veh/h	345	537	521	288	460	472	508	949	956	409	900	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	40.2	40.3	35.4	43.1	43.2	13.6	15.4	15.4	12.3	18.1	18.1
Incr Delay (d2), s/veh	2.2	2.4	2.7	0.5	3.9	4.0	0.3	1.6	1.6	0.1	2.5	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	4.2	4.9	4.9	2.5	4.4	4.5	1.7	6.3	6.3	0.6	8.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	42.6	43.0	35.8	47.1	47.2	14.0	16.9	16.9	12.4	20.6	20.8
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	C	C
Approach Vol, veh/h		605			468			1036			1035	
Approach Delay, s/veh		40.2			44.2			16.5			20.3	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	60.0	12.2	23.2	11.3	57.2	16.1	19.2				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.4	4.6	5.4	4.6	5.4				
Max Green Setting (Gmax), s	5.5	54.6	9.0	30.9	15.0	45.1	13.4	26.5				
Max Q Clear Time (g_c+I1), s	3.5	17.5	7.8	13.3	6.6	22.2	11.5	11.6				
Green Ext Time (p_c), s	0.0	5.9	0.0	2.0	0.1	6.5	0.1	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			26.4									
HCM 6th LOS			C									

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	23	55	101	30	50	75	32	734	119	0	889	17
Future Vol, veh/h	23	55	101	30	50	75	32	734	119	0	889	17
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	3	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	155	-	-	140	-	-	125	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	60	111	33	55	82	35	807	131	0	977	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1491	2000	500	1367	1944	473	998	0	0	-	-	0
Stage 1	989	989	-	946	946	-	-	-	-	-	-	-
Stage 2	502	1011	-	421	998	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	-	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	*402	*157	446	*513	*174	*801	398	-	-	0	-	-
Stage 1	*210	*327	-	*725	*662	-	-	-	-	0	-	-
Stage 2	*725	*662	-	*554	*324	-	-	-	-	0	-	-
Platoon blocked, %	1	1		1	1	1		-	-	-	-	-
Mov Cap-1 Maneuver	*276	*142	445	*292	*158	*798	397	-	-	-	-	-
Mov Cap-2 Maneuver	*137	*250	-	*277	*236	-	-	-	-	-	-	-
Stage 1	*191	*326	-	*659	*601	-	-	-	-	-	-	-
Stage 2	*538	*601	-	*339	*323	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	26.5		18.5		0.5		0			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	397	-	-	137	349	277	409	-	-
HCM Lane V/C Ratio	0.089	-	-	0.184	0.491	0.119	0.336	-	-
HCM Control Delay (s)	14.9	-	-	37.1	24.9	19.7	18.2	-	-
HCM Lane LOS	B	-	-	E	C	C	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	2.6	0.4	1.5	-	-

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

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	3	0	10	46	0	28	4	854	14	11	1008	1
Future Vol, veh/h	3	0	10	46	0	28	4	854	14	11	1008	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	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	-	-	-	-	-	-	100	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	11	50	0	30	4	928	15	12	1096	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1593	2076	549	1410	2069	476	1097	0	0	947	0	0
Stage 1	1121	1121	-	948	948	-	-	-	-	-	-	-
Stage 2	472	955	-	462	1121	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	7.1	6.95	6.5	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	7.3	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.9	3.65	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	*455	*174	415	*666	*176	*750	357	-	-	*1126	-	-
Stage 1	*170	*284	-	*678	*619	-	-	-	-	-	-	-
Stage 2	*678	*619	-	*523	*284	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	*429	*169	415	*635	*171	*747	357	-	-	*1122	-	-
Mov Cap-2 Maneuver	*1207	*235	-	*619	*234	-	-	-	-	-	-	-
Stage 1	*168	*281	-	*668	*610	-	-	-	-	-	-	-
Stage 2	*643	*610	-	*504	*281	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s	12.6		11.2		0.1		0.1		
HCM LOS	B		B						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	357	-	-	489	662	* 1122	-	-
HCM Lane V/C Ratio	0.012	-	-	0.029	0.122	0.011	-	-
HCM Control Delay (s)	15.2	-	-	12.6	11.2	8.2	-	-
HCM Lane LOS	C	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

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

Timings
26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

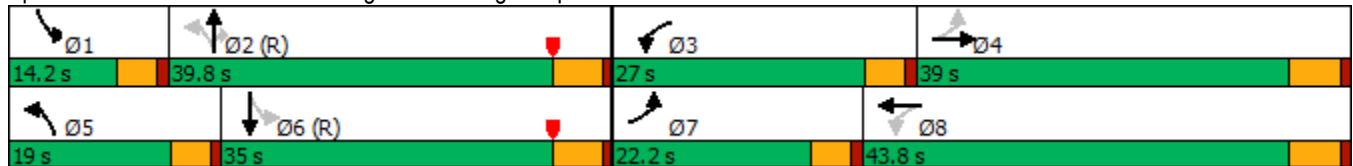


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	213	1010	278	848	197	556	217	149	769
Future Volume (vph)	213	1010	278	848	197	556	217	149	769
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	33.8	9.6	30.8	9.6	30.4	30.4	9.6	30.4
Total Split (s)	22.2	39.0	27.0	43.8	19.0	39.8	39.8	14.2	35.0
Total Split (%)	18.5%	32.5%	22.5%	36.5%	15.8%	33.2%	33.2%	11.8%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 51.2 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated

Splits and Phases: 26: State College Bl. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
 26: State College Bl. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑↑	↗	↖	↑↑↑	
Traffic Volume (veh/h)	213	1010	275	278	848	85	197	556	217	149	769	128
Future Volume (veh/h)	213	1010	275	278	848	85	197	556	217	149	769	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	1041	239	287	874	76	203	573	152	154	793	116
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	336	1139	261	315	1457	126	345	1279	557	361	1536	223
Arrive On Green	0.10	0.27	0.27	0.13	0.30	0.30	0.09	0.35	0.35	0.07	0.34	0.34
Sat Flow, veh/h	1810	4212	966	1810	4858	421	1810	3610	1571	1810	4573	664
Grp Volume(v), veh/h	220	854	426	287	621	329	203	573	152	154	598	311
Grp Sat Flow(s),veh/h/ln	1810	1729	1720	1810	1729	1821	1810	1805	1571	1810	1729	1779
Q Serve(g_s), s	10.4	28.7	28.8	13.8	18.4	18.5	8.7	14.6	8.3	6.6	16.7	16.9
Cycle Q Clear(g_c), s	10.4	28.7	28.8	13.8	18.4	18.5	8.7	14.6	8.3	6.6	16.7	16.9
Prop In Lane	1.00		0.56	1.00		0.23	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	336	935	465	315	1037	546	345	1279	557	361	1162	598
V/C Ratio(X)	0.65	0.91	0.91	0.91	0.60	0.60	0.59	0.45	0.27	0.43	0.52	0.52
Avail Cap(c_a), veh/h	413	957	476	411	1095	577	399	1279	557	377	1162	598
HCM Platoon Ratio	1.00	1.00	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	0.89	0.89	0.89	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	42.4	42.4	31.1	35.9	35.9	24.0	29.7	27.7	23.8	32.0	32.1
Incr Delay (d2), s/veh	1.4	12.8	22.0	16.3	0.7	1.4	0.7	1.1	1.2	0.3	1.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	13.4	14.6	7.2	7.6	8.2	3.7	6.4	3.2	2.8	7.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	55.2	64.5	47.4	36.6	37.3	24.7	30.8	28.9	24.1	33.6	35.3
LnGrp LOS	C	E	E	D	D	D	C	C	C	C	C	D
Approach Vol, veh/h		1500			1237			928			1063	
Approach Delay, s/veh		54.1			39.3			29.2			32.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	47.9	20.6	38.3	15.4	45.7	17.1	41.8				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	9.6	34.4	22.4	33.2	14.4	29.6	17.6	38.0				
Max Q Clear Time (g_c+1), s	8.6	16.6	15.8	30.8	10.7	18.9	12.4	20.5				
Green Ext Time (p_c), s	0.0	3.9	0.2	1.7	0.1	4.1	0.1	5.4				

Intersection Summary

HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Timings
27: State College Bl. & SR-91 WB Ramps

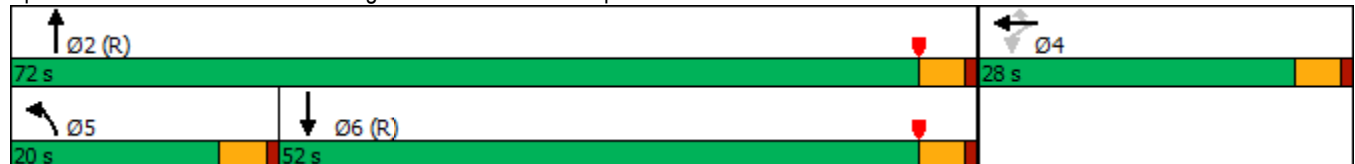


Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↕	↷	↶↷	↑↑↑	↑↑↑
Traffic Volume (vph)	183	0	187	253	828	922
Future Volume (vph)	183	0	187	253	828	922
Turn Type	Perm	NA	Perm	Prot	NA	NA
Protected Phases		4		5	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	5	2	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0
Minimum Split (s)	9.5	9.5	9.5	9.5	19.5	19.5
Total Split (s)	28.0	28.0	28.0	20.0	72.0	52.0
Total Split (%)	28.0%	28.0%	28.0%	20.0%	72.0%	52.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 7 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 27: State College Bl. & SR-91 WB Ramps



HCM 6th Signalized Intersection Summary
 27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	0	0	0	183	0	187	253	828	0	0	922	823
Future Volume (veh/h)	0	0	0	183	0	187	253	828	0	0	922	823
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				231	0	82	266	872	0	0	971	726
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				330	0	147	347	4247	0	0	2334	1061
Arrive On Green				0.09	0.00	0.09	0.07	0.55	0.00	0.00	0.67	0.67
Sat Flow, veh/h				3619	0	1610	3510	5358	0	0	3629	1572
Grp Volume(v), veh/h				231	0	82	266	872	0	0	971	726
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1755	1729	0	0	1729	1572
Q Serve(g_s), s				6.2	0.0	4.9	7.5	8.6	0.0	0.0	12.7	27.9
Cycle Q Clear(g_c), s				6.2	0.0	4.9	7.5	8.6	0.0	0.0	12.7	27.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				330	0	147	347	4247	0	0	2334	1061
V/C Ratio(X)				0.70	0.00	0.56	0.77	0.21	0.00	0.00	0.42	0.68
Avail Cap(c_a), veh/h				850	0	378	544	4247	0	0	2334	1061
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	0.66	0.66
Uniform Delay (d), s/veh				44.1	0.0	43.5	45.5	6.0	0.0	0.0	7.4	9.8
Incr Delay (d2), s/veh				2.7	0.0	3.3	3.2	0.1	0.0	0.0	0.4	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.5	3.4	2.2	0.0	0.0	4.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.8	0.0	46.8	48.7	6.1	0.0	0.0	7.7	12.2
LnGrp LOS				D	A	D	D	A	A	A	A	B
Approach Vol, veh/h					313			1138			1697	
Approach Delay, s/veh					46.8			16.1			9.6	
Approach LOS					D			B			A	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		86.4		13.6	14.4	72.0						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		67.5		23.5	15.5	47.5						
Max Q Clear Time (g_c+I1), s		10.6		8.2	9.5	29.9						
Green Ext Time (p_c), s		10.4		0.9	0.4	13.4						

Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
28: State College Bl. & SR-91 EB Ramps

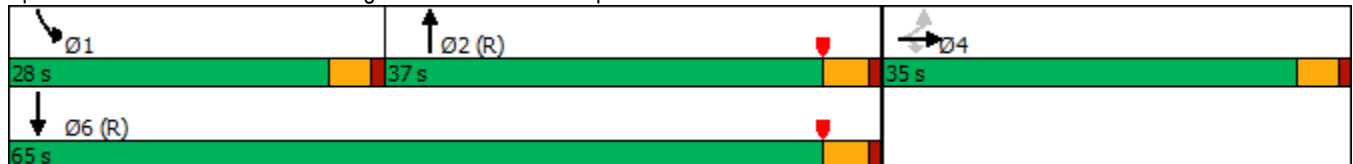


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↔	↘	↑↑↑	↙↘	↑↑↑
Traffic Volume (vph)	448	9	261	635	406	699
Future Volume (vph)	448	9	261	635	406	699
Turn Type	Perm	NA	Perm	NA	Prot	NA
Protected Phases		4		2	1	6
Permitted Phases	4		4			
Detector Phase	4	4	4	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	9.2	9.2	9.2	19.5	9.2	19.5
Total Split (s)	35.0	35.0	35.0	37.0	28.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	37.0%	28.0%	65.0%
Yellow Time (s)	3.2	3.2	3.2	3.5	3.2	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.2	4.5	4.2	4.5
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 73 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated





















Splits and Phases: 28: State College Bl. & SR-91 EB Ramps



HCM 6th Signalized Intersection Summary
 28: State College Bl. & SR-91 EB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	448	9	261	0	0	0	0	635	174	406	699	0
Future Volume (veh/h)	448	9	261	0	0	0	0	635	174	406	699	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	504	0	63				0	668	149	427	736	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	625	0	278				0	2344	515	510	3841	0
Arrive On Green	0.17	0.00	0.17				0.00	0.55	0.55	0.29	1.00	0.00
Sat Flow, veh/h	3619	0	1610				0	4409	930	3510	5358	0
Grp Volume(v), veh/h	504	0	63				0	543	274	427	736	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1729	1710	1755	1729	0
Q Serve(g_s), s	13.4	0.0	3.4				0.0	8.3	8.5	11.4	0.0	0.0
Cycle Q Clear(g_c), s	13.4	0.0	3.4				0.0	8.3	8.5	11.4	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	625	0	278				0	1913	946	510	3841	0
V/C Ratio(X)	0.81	0.00	0.23				0.00	0.28	0.29	0.84	0.19	0.00
Avail Cap(c_a), veh/h	1115	0	496				0	1913	946	835	3841	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	39.8	0.0	35.6				0.0	11.8	11.9	34.4	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.4				0.0	0.4	0.8	3.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	1.3				0.0	3.0	3.2	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	36.0				0.0	12.2	12.7	37.5	0.1	0.0
LnGrp LOS	D	A	D				A	B	B	D	A	A
Approach Vol, veh/h		567						817			1163	
Approach Delay, s/veh		41.6						12.4			13.8	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	18.7	59.8	21.5	78.5								
Change Period (Y+Rc), s	* 4.2	4.5	* 4.2	4.5								
Max Green Setting (Gmax), s	* 24	32.5	* 31	60.5								
Max Q Clear Time (g_c+I1), s	13.4	10.5	15.4	2.0								
Green Ext Time (p_c), s	1.1	7.2	1.9	8.3								

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Placentia Av. & Kimberly Av.

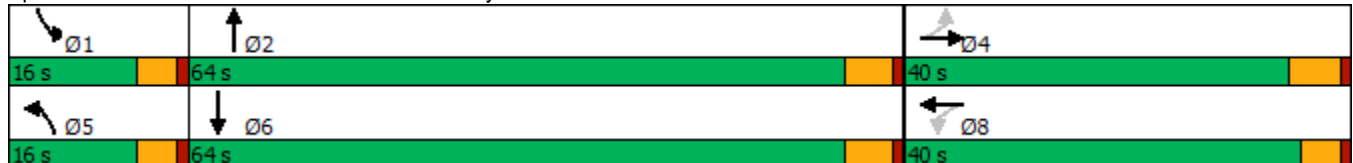


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	148	19	105	19	25	700	35	760
Future Volume (vph)	148	19	105	19	25	700	35	760
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.8	28.8	24.6	24.6	9.6	23.4	9.6	23.4
Total Split (s)	40.0	40.0	40.0	40.0	16.0	64.0	16.0	64.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	4.8	4.8	3.6	3.6	3.6	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	4.6	4.6	5.4	4.6	5.4
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 29: Placentia Av. & Kimberly Av.



HCM 6th Signalized Intersection Summary
29: Placentia Av. & Kimberly Av.

Goodman Logistics Center (JN:13156)
07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	148	19	48	105	19	56	25	700	59	35	760	147
Future Volume (veh/h)	148	19	48	105	19	56	25	700	59	35	760	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	154	20	32	109	20	27	26	729	55	36	792	147
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	106	170	263	118	160	48	2160	163	59	1949	362
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.63	0.63	0.03	0.64	0.64
Sat Flow, veh/h	1380	657	1051	1372	733	989	1810	3402	257	1810	3039	564
Grp Volume(v), veh/h	154	0	52	109	0	47	26	387	397	36	470	469
Grp Sat Flow(s),veh/h/ln	1380	0	1708	1372	0	1722	1810	1805	1853	1810	1805	1798
Q Serve(g_s), s	10.0	0.0	2.4	6.9	0.0	2.2	1.3	9.2	9.2	1.8	11.7	11.7
Cycle Q Clear(g_c), s	12.2	0.0	2.4	9.3	0.0	2.2	1.3	9.2	9.2	1.8	11.7	11.7
Prop In Lane	1.00		0.62	1.00		0.57	1.00		0.14	1.00		0.31
Lane Grp Cap(c), veh/h	268	0	275	263	0	278	48	1146	1177	59	1157	1153
V/C Ratio(X)	0.57	0.00	0.19	0.41	0.00	0.17	0.55	0.34	0.34	0.61	0.41	0.41
Avail Cap(c_a), veh/h	557	0	633	568	0	660	224	1146	1177	224	1157	1153
HCM Platoon Ratio	1.00	1.00	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	38.6	0.0	33.5	37.5	0.0	33.4	44.4	7.8	7.8	44.1	8.0	8.0
Incr Delay (d2), s/veh	1.9	0.0	0.3	1.0	0.0	0.3	3.6	0.8	0.8	3.7	1.1	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	3.4	0.0	1.0	2.4	0.0	0.9	0.6	3.2	3.3	0.8	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	33.8	38.6	0.0	33.7	48.0	8.6	8.6	47.8	9.1	9.1
LnGrp LOS	D	A	C	D	A	C	D	A	A	D	A	A
Approach Vol, veh/h		206			156			810				975
Approach Delay, s/veh		38.9			37.1			9.9				10.5
Approach LOS		D			D			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	64.0		20.7	7.0	64.6		20.7				
Change Period (Y+Rc), s	4.6	5.4		5.8	4.6	5.4		* 5.8				
Max Green Setting (Gmax), s	11.4	58.6		34.2	11.4	58.6		* 35				
Max Q Clear Time (g_c+I1), s	3.8	11.2		14.2	3.3	13.7		11.3				
Green Ext Time (p_c), s	0.0	5.2		0.6	0.0	6.8		0.5				

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

Notes

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

Timings
30: Placentia Av. & Orangethorpe Av.

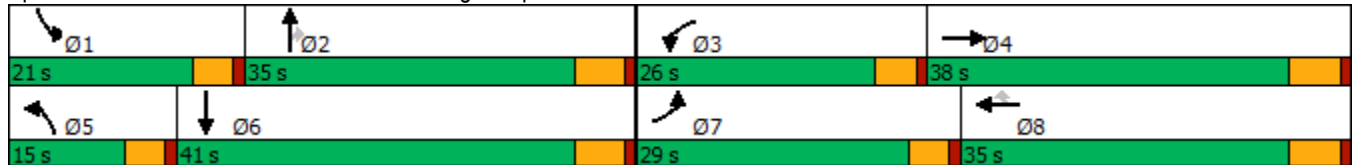


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↶↶↶	↶	↶	↶↶	↶	↶↶	↶↶
Traffic Volume (vph)	238	1057	181	729	256	69	275	141	332	320
Future Volume (vph)	238	1057	181	729	256	69	275	141	332	320
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases					8			2		
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.8	9.6	29.8	29.8	9.6	31.4	31.4	9.6	36.4
Total Split (s)	29.0	38.0	26.0	35.0	35.0	15.0	35.0	35.0	21.0	41.0
Total Split (%)	24.2%	31.7%	21.7%	29.2%	29.2%	12.5%	29.2%	29.2%	17.5%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.4	4.4	3.6	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.4	5.4	4.6	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	Max	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
























Splits and Phases: 30: Placentia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
30: Placentia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	1057	66	181	729	256	69	275	141	332	320	335
Future Volume (veh/h)	238	1057	66	181	729	256	69	275	141	332	320	335
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		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	240	1068	58	183	736	0	70	278	111	335	323	272
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1815	98	220	1704		91	613	265	419	448	369
Arrive On Green	0.15	0.36	0.36	0.12	0.33	0.00	0.05	0.17	0.17	0.12	0.24	0.24
Sat Flow, veh/h	1810	5031	273	1810	5187	1610	1810	3610	1561	3510	1877	1547
Grp Volume(v), veh/h	240	734	392	183	736	0	70	278	111	335	310	285
Grp Sat Flow(s),veh/h/ln	1810	1729	1846	1810	1729	1610	1810	1805	1561	1755	1805	1619
Q Serve(g_s), s	11.5	15.4	15.4	8.8	9.9	0.0	3.4	6.2	5.7	8.3	14.1	14.5
Cycle Q Clear(g_c), s	11.5	15.4	15.4	8.8	9.9	0.0	3.4	6.2	5.7	8.3	14.1	14.5
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	279	1247	666	220	1704		91	613	265	419	431	387
V/C Ratio(X)	0.86	0.59	0.59	0.83	0.43		0.77	0.45	0.42	0.80	0.72	0.74
Avail Cap(c_a), veh/h	495	1247	666	434	1704		211	1197	518	645	720	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	23.2	23.2	38.3	23.5	0.0	41.9	33.3	33.1	38.3	31.2	31.4
Incr Delay (d2), s/veh	3.1	2.0	3.8	3.1	0.8	0.0	5.1	0.5	1.1	2.0	2.3	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	6.1	6.8	3.9	3.9	0.0	1.6	2.6	2.1	3.5	6.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	25.2	27.0	41.4	24.3	0.0	47.0	33.9	34.2	40.2	33.5	34.1
LnGrp LOS	D	C	C	D	C		D	C	C	D	C	C
Approach Vol, veh/h		1366			919	A		459			930	
Approach Delay, s/veh		28.3			27.7			35.9			36.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	20.6	15.5	38.0	9.1	26.7	18.3	35.1				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	16.4	29.6	21.4	32.2	10.4	35.6	24.4	29.2				
Max Q Clear Time (g_c+I1), s	10.3	8.2	10.8	17.4	5.4	16.5	13.5	11.9				
Green Ext Time (p_c), s	0.4	1.9	0.2	6.0	0.0	3.4	0.2	4.4				

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

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

Timings
31: Orangethorpe Av. & SR-57 SB Ramps

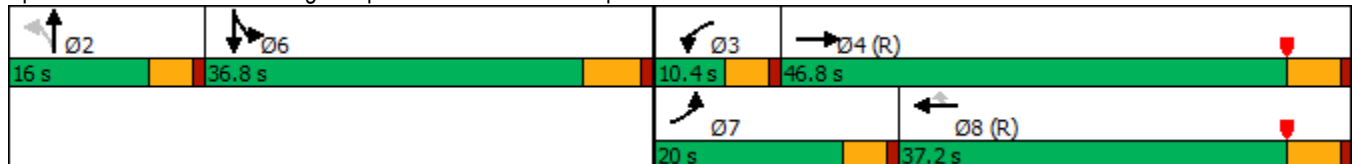


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗↘	↖	↗↗↗	↖		↕	↖	↕
Traffic Volume (vph)	413	1215	26	1081	445	7	10	163	6
Future Volume (vph)	413	1215	26	1081	445	7	10	163	6
Turn Type	Prot	NA	Prot	NA	Perm	Perm	NA	Split	NA
Protected Phases	7	4	3	8			2	6	6
Permitted Phases					8	2			
Detector Phase	7	4	3	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	22.4	14.6	14.6	36.8	36.8
Total Split (s)	20.0	46.8	10.4	37.2	37.2	16.0	16.0	36.8	36.8
Total Split (%)	18.2%	42.5%	9.5%	33.8%	33.8%	14.5%	14.5%	33.5%	33.5%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4		4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 31: Orangethorpe Av. & SR-57 SB Ramps



HCM 6th Signalized Intersection Summary
 31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↑	↔		↔		↔	↔	
Traffic Volume (veh/h)	413	1215	7	26	1081	445	7	10	14	163	6	161
Future Volume (veh/h)	413	1215	7	26	1081	445	7	10	14	163	6	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	435	1279	7	27	1138	0	7	11	11	160	23	142
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	3242	18	46	2565		23	36	36	229	29	179
Arrive On Green	0.14	0.61	0.61	0.05	0.99	0.00	0.05	0.05	0.05	0.13	0.13	0.13
Sat Flow, veh/h	3510	5324	29	1810	5187	1610	425	667	667	1810	229	1416
Grp Volume(v), veh/h	435	831	455	27	1138	0	29	0	0	160	0	165
Grp Sat Flow(s),veh/h/ln	1755	1729	1895	1810	1729	1610	1759	0	0	1810	0	1645
Q Serve(g_s), s	13.4	13.6	13.6	1.6	0.5	0.0	1.7	0.0	0.0	9.3	0.0	10.7
Cycle Q Clear(g_c), s	13.4	13.6	13.6	1.6	0.5	0.0	1.7	0.0	0.0	9.3	0.0	10.7
Prop In Lane	1.00		0.02	1.00		1.00	0.24		0.38	1.00		0.86
Lane Grp Cap(c), veh/h	491	2106	1154	46	2565		94	0	0	229	0	208
V/C Ratio(X)	0.89	0.39	0.39	0.58	0.44		0.31	0.00	0.00	0.70	0.00	0.79
Avail Cap(c_a), veh/h	491	2106	1154	95	2565		182	0	0	510	0	464
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.75	0.75	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	11.1	11.1	51.6	0.3	0.0	50.1	0.0	0.0	46.0	0.0	46.6
Incr Delay (d2), s/veh	13.1	0.4	0.7	3.2	0.4	0.0	1.8	0.0	0.0	3.8	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	4.8	5.4	0.7	0.2	0.0	0.8	0.0	0.0	4.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	11.5	11.8	54.9	0.7	0.0	51.9	0.0	0.0	49.8	0.0	53.3
LnGrp LOS	E	B	B	D	A		D	A	A	D	A	D
Approach Vol, veh/h		1721			1165	A		29				325
Approach Delay, s/veh		23.7			2.0			51.9				51.6
Approach LOS		C			A			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.5	7.4	72.4		19.7	20.0	59.8				
Change Period (Y+Rc), s		4.6	4.6	5.4		5.8	4.6	5.4				
Max Green Setting (Gmax), s		11.4	5.8	41.4		31.0	15.4	31.8				
Max Q Clear Time (g_c+I1), s		3.7	3.6	15.6		12.7	15.4	2.5				
Green Ext Time (p_c), s		0.0	0.0	9.3		1.2	0.0	8.9				

Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

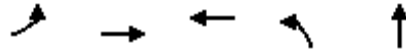
Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

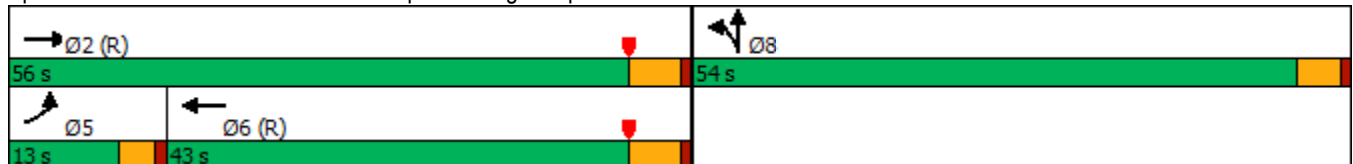


Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations	↖↖	↑↑↑	↑↑↑↔	↖↖	↗
Traffic Volume (vph)	208	1185	977	575	4
Future Volume (vph)	208	1185	977	575	4
Turn Type	Prot	NA	NA	Split	NA
Protected Phases	5	2	6	8	8
Permitted Phases					
Detector Phase	5	2	6	8	8
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0
Minimum Split (s)	9.0	20.3	20.3	21.6	21.6
Total Split (s)	13.0	56.0	43.0	54.0	54.0
Total Split (%)	11.8%	50.9%	39.1%	49.1%	49.1%
Yellow Time (s)	3.0	4.3	4.3	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.3	5.3	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated



























Splits and Phases: 32: SR-57 NB Ramps & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
32: SR-57 NB Ramps & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

07/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 	 			
Traffic Volume (veh/h)	208	1185	0	0	977	308	575	4	557	0	0	0
Future Volume (veh/h)	208	1185	0	0	977	308	575	4	557	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	224	1274	0	0	1051	220	618	4	411			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	280	3143	0	0	2105	440	1067	5	486			
Arrive On Green	0.16	1.00	0.00	0.00	0.49	0.49	0.30	0.30	0.30			
Sat Flow, veh/h	3510	5358	0	0	4469	899	3510	16	1597			
Grp Volume(v), veh/h	224	1274	0	0	845	426	618	0	415			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1738	1755	0	1613			
Q Serve(g_s), s	6.8	0.0	0.0	0.0	18.2	18.2	16.4	0.0	26.5			
Cycle Q Clear(g_c), s	6.8	0.0	0.0	0.0	18.2	18.2	16.4	0.0	26.5			
Prop In Lane	1.00		0.00	0.00		0.52	1.00		0.99			
Lane Grp Cap(c), veh/h	280	3143	0	0	1694	851	1067	0	490			
V/C Ratio(X)	0.80	0.41	0.00	0.00	0.50	0.50	0.58	0.00	0.85			
Avail Cap(c_a), veh/h	287	3143	0	0	1694	851	1577	0	724			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.4	0.0	0.0	0.0	18.9	19.0	32.3	0.0	35.9			
Incr Delay (d2), s/veh	13.2	0.4	0.0	0.0	1.1	2.1	0.5	0.0	6.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.2	0.1	0.0	0.0	7.1	7.4	6.7	0.0	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	0.4	0.0	0.0	20.0	21.0	32.8	0.0	42.0			
LnGrp LOS	E	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1498			1271			1033				
Approach Delay, s/veh		9.1			20.4			36.5				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.0			12.8	59.2		38.0				
Change Period (Y+Rc), s		5.3			4.0	5.3		4.6				
Max Green Setting (Gmax), s		50.7			9.0	37.7		49.4				
Max Q Clear Time (g_c+1), s		2.0			8.8	20.2		28.5				
Green Ext Time (p_c), s		23.4			0.0	12.1		4.9				
Intersection Summary												
HCM 6th Ctrl Delay					20.3							
HCM 6th LOS					C							

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	245	664	93	104	891	113	217	686	222	209	566	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	664	93	104	891	113	217	686	222	209	566	79
Added Vol:	38	37	0	8	11	0	0	8	11	0	28	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	701	93	112	902	113	217	694	233	209	594	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	701	93	112	902	113	217	694	233	209	594	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	701	93	112	902	113	217	694	233	209	594	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	701	93	112	902	113	217	694	233	209	594	107

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.25	0.75	1.00	2.54	0.46
Final Sat.:	1700	3400	1700	1700	4532	568	1700	3818	1282	1700	4322	778

Capacity Analysis Module:

Vol/Sat:	0.17	0.21	0.05	0.07	0.20	0.20	0.13	0.18	0.18	0.12	0.14	0.14
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	29	545	54	37	820	85	76	18	10	22	6	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	545	54	37	820	85	76	18	10	22	6	26
Added Vol:	0	2	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	547	54	37	826	85	76	18	10	22	6	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	547	54	37	826	85	76	18	10	22	6	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	547	54	37	826	85	76	18	10	22	6	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	547	54	37	826	85	76	18	10	22	6	26

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.81	0.19	1.00	0.64	0.36	1.00	0.19	0.81
Final Sat.:	1700	3095	305	1700	3083	317	1700	1093	607	1700	319	1381

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.18	0.02	0.27	0.27	0.04	0.02	0.02	0.01	0.02	0.02
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:

Base Vol:	43	256	124	211	306	307	176	622	21	99	550	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	256	124	211	306	307	176	622	21	99	550	272
Added Vol:	0	0	0	0	0	6	2	15	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	256	124	211	306	313	178	637	21	99	600	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	256	124	211	306	313	178	637	21	99	600	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	256	124	211	306	313	178	637	21	99	600	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	256	124	211	306	313	178	637	21	99	600	272

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1700	3400	1700	3400	1700	1700	1700	4937	163	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.07	0.06	0.18	0.18	0.10	0.13	0.13	0.06	0.12	0.16
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #26 N. State College Bl. & Orangethorpe Av.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	182	541	217	118	730	128	213	979	235	278	836	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	541	217	118	730	128	213	979	235	278	836	73
Added Vol:	15	15	0	31	39	0	0	31	40	0	12	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	556	217	149	769	128	213	1010	275	278	848	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	556	217	149	769	128	213	1010	275	278	848	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	556	217	149	769	128	213	1010	275	278	848	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	556	217	149	769	128	213	1010	275	278	848	85

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.57	0.43	1.00	2.36	0.64	1.00	2.73	0.27
Final Sat.:	1700	3400	1700	1700	4372	728	1700	4009	1091	1700	4635	465

Capacity Analysis Module:

Vol/Sat:	0.12	0.16	0.13	0.09	0.18	0.18	0.13	0.25	0.25	0.16	0.18	0.18
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Placentia & Kimberly

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

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Volume Module:

Base Vol:	25	693	59	35	757	147	148	19	48	105	19	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	693	59	35	757	147	148	19	48	105	19	56
Added Vol:	0	7	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	700	59	35	760	147	148	19	48	105	19	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	700	59	35	760	147	148	19	48	105	19	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	700	59	35	760	147	148	19	48	105	19	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	700	59	35	760	147	148	19	48	105	19	56

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.68	0.32	1.00	0.28	0.72	1.00	0.25	0.75
Final Sat.:	1700	3136	264	1700	2849	551	1700	482	1218	1700	431	1269

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Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.22	0.02	0.27	0.27	0.09	0.04	0.04	0.06	0.04	0.04
Crit Moves:	****			****			****			****		

GLC Fullerton (JN 13156)
 Opening Year Cumulative (2022) With Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Placentia & Orangethorpe

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:

Base Vol:	69	275	141	332	320	332	231	1003	66	181	708	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	275	141	332	320	332	231	1003	66	181	708	256
Added Vol:	0	0	0	0	0	3	7	54	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	275	141	332	320	335	238	1057	66	181	729	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	275	141	332	320	335	238	1057	66	181	729	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	275	141	332	320	335	238	1057	66	181	729	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	275	141	332	320	335	238	1057	66	181	729	256

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.82	0.18	1.00	3.00	1.00
Final Sat.:	1700	3400	1700	3400	1700	1700	1700	4800	300	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.08	0.10	0.19	0.20	0.14	0.22	0.22	0.11	0.14	0.15
Crit Moves:	****					****		****		****		

Optional Site Plan Analysis

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	3	1135	958	11	3	1
Future Vol, veh/h	3	1135	958	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	1234	1041	12	3	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1053	0	-	0	1547 527
Stage 1	-	-	-	-	1047 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*447 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*445 *700
Mov Cap-2 Maneuver	-	-	-	-	*579 -
Stage 1	-	-	-	-	*716 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	605
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Control Delay (s)	9.1	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1138	969	7	2	0
Future Vol, veh/h	0	1138	969	7	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	6	0	0	0
Mvmt Flow	0	1237	1053	8	2	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1061	0	-	0	1552 531
Stage 1	-	-	-	-	1057 -
Stage 2	-	-	-	-	495 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*493 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*493 *700
Mov Cap-2 Maneuver	-	-	-	-	*595 -
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	595
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1140	976	13	4	0
Future Vol, veh/h	0	1140	976	13	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1239	1061	14	4	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1075	0	-	0	1564 538
Stage 1	-	-	-	-	1068 -
Stage 2	-	-	-	-	496 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*881	-	-	-	*528 *700
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*881	-	-	-	*528 *700
Mov Cap-2 Maneuver	-	-	-	-	*605 -
Stage 1	-	-	-	-	*719 -
Stage 2	-	-	-	-	*674 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 881	-	-	-	605
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	2	1464	1159	4	11	4
Future Vol, veh/h	2	1464	1159	4	11	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1591	1260	4	12	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1264	0	-	0	1902 632
Stage 1	-	-	-	-	1262 -
Stage 2	-	-	-	-	640 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*335 *657
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*334 *657
Mov Cap-2 Maneuver	-	-	-	-	*508 -
Stage 1	-	-	-	-	*673 -
Stage 2	-	-	-	-	*607 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	541
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	9.4	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1475	1163	3	8	0
Future Vol, veh/h	0	1475	1163	3	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1603	1264	3	9	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1267	0	-	0	1907
Stage 1	-	-	-	-	1266
Stage 2	-	-	-	-	641
Critical Hdwy	5.3	-	-	-	5.7
Critical Hdwy Stg 1	-	-	-	-	6.6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	3.1	-	-	-	3.8
Pot Cap-1 Maneuver	*826	-	-	-	*449
Stage 1	-	-	-	-	*674
Stage 2	-	-	-	-	*607
Platoon blocked, %	1	-	-	-	1
Mov Cap-1 Maneuver	*826	-	-	-	*449
Mov Cap-2 Maneuver	-	-	-	-	*542
Stage 1	-	-	-	-	*674
Stage 2	-	-	-	-	*607

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	542
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Control Delay (s)	0	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	0	1483	1166	5	14	0
Future Vol, veh/h	0	1483	1166	5	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1612	1267	5	15	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1272	0	-	0	1915 636
Stage 1	-	-	-	-	1270 -
Stage 2	-	-	-	-	645 -
Critical Hdwy	5.3	-	-	-	5.7 7.1
Critical Hdwy Stg 1	-	-	-	-	6.6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	3.1	-	-	-	3.8 3.9
Pot Cap-1 Maneuver	*826	-	-	-	*382 *657
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*826	-	-	-	*382 *657
Mov Cap-2 Maneuver	-	-	-	-	*522 -
Stage 1	-	-	-	-	*674 -
Stage 2	-	-	-	-	*607 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 826	-	-	-	522
HCM Lane V/C Ratio	-	-	-	-	0.029
HCM Control Delay (s)	0	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

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APPENDIX 5.3:

**OPENING YEAR CUMULATIVE (2022) WITHOUT PROJECT CONDITIONS TRAFFIC
SIGNAL WARRANT ANALYSIS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) Without Project Conditions - Weekday PM Peak Hour**

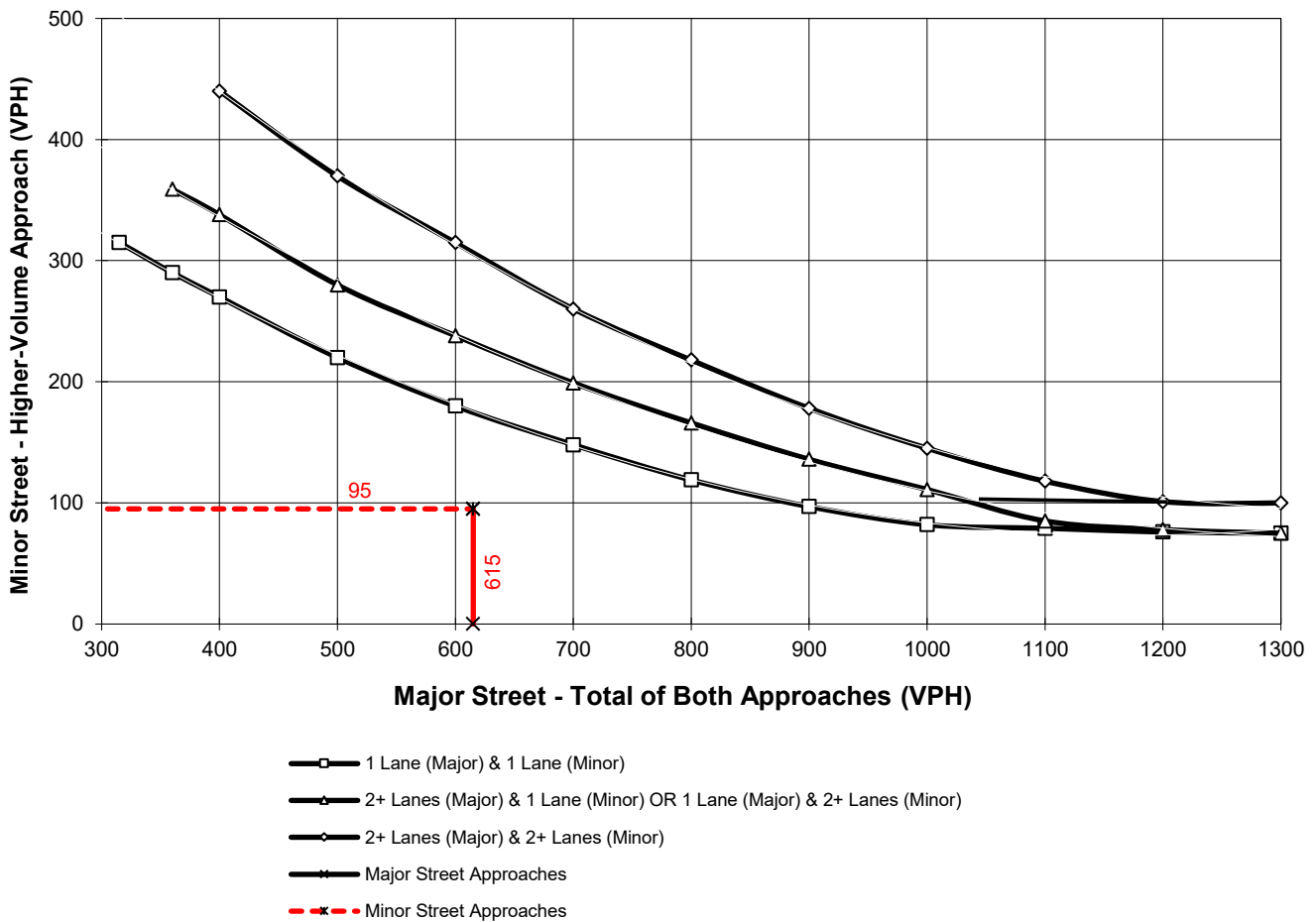
Major Street Name = **Acacia Avenue**

Total of Both Approaches (VPH) = **615**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Kimberly Avenue**

High Volume Approach (VPH) = **95**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

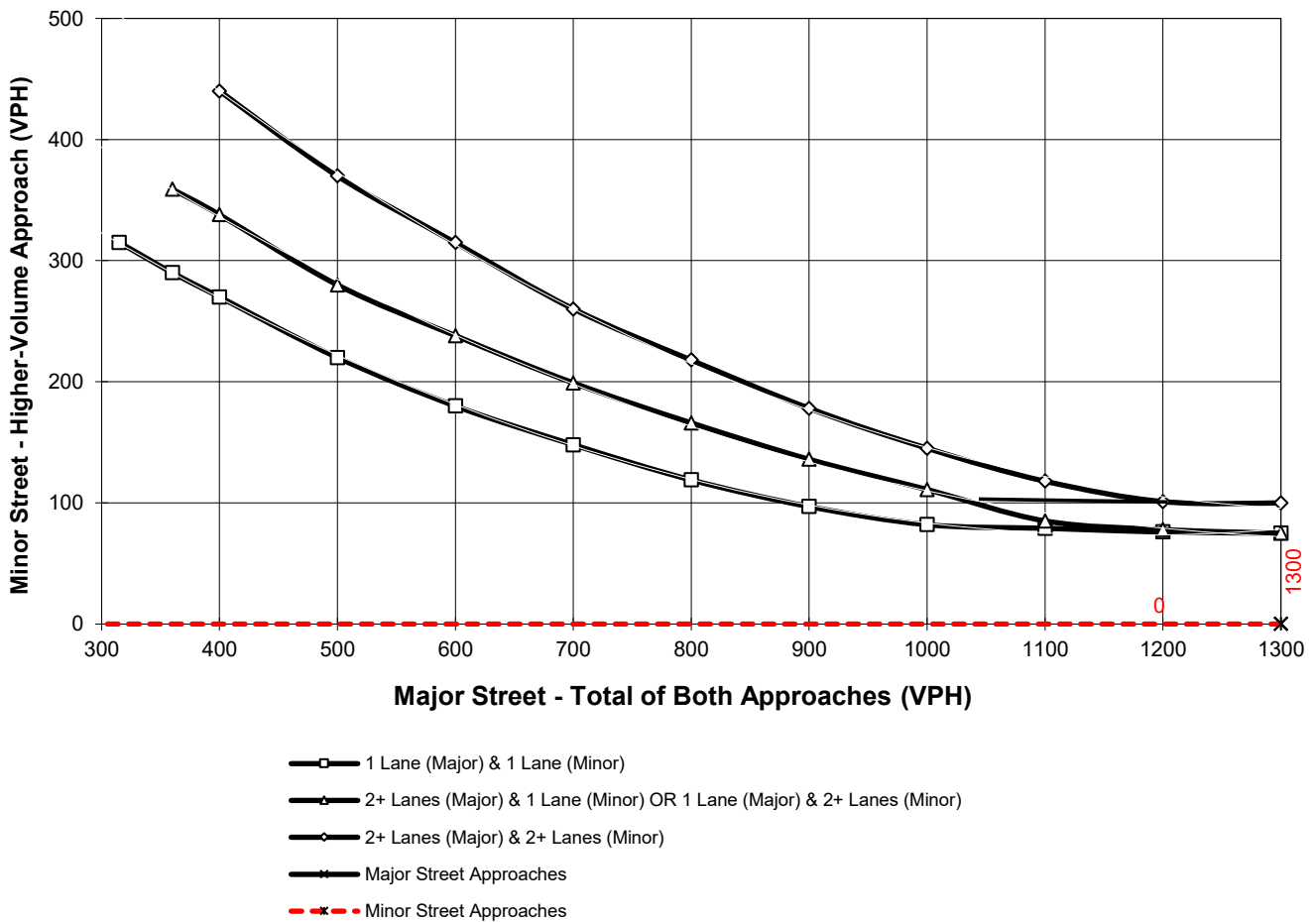
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Orangethorpe Avenue** Total of Both Approaches (VPH) = **2507**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Driveway 6** High Volume Approach (VPH) = **0**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

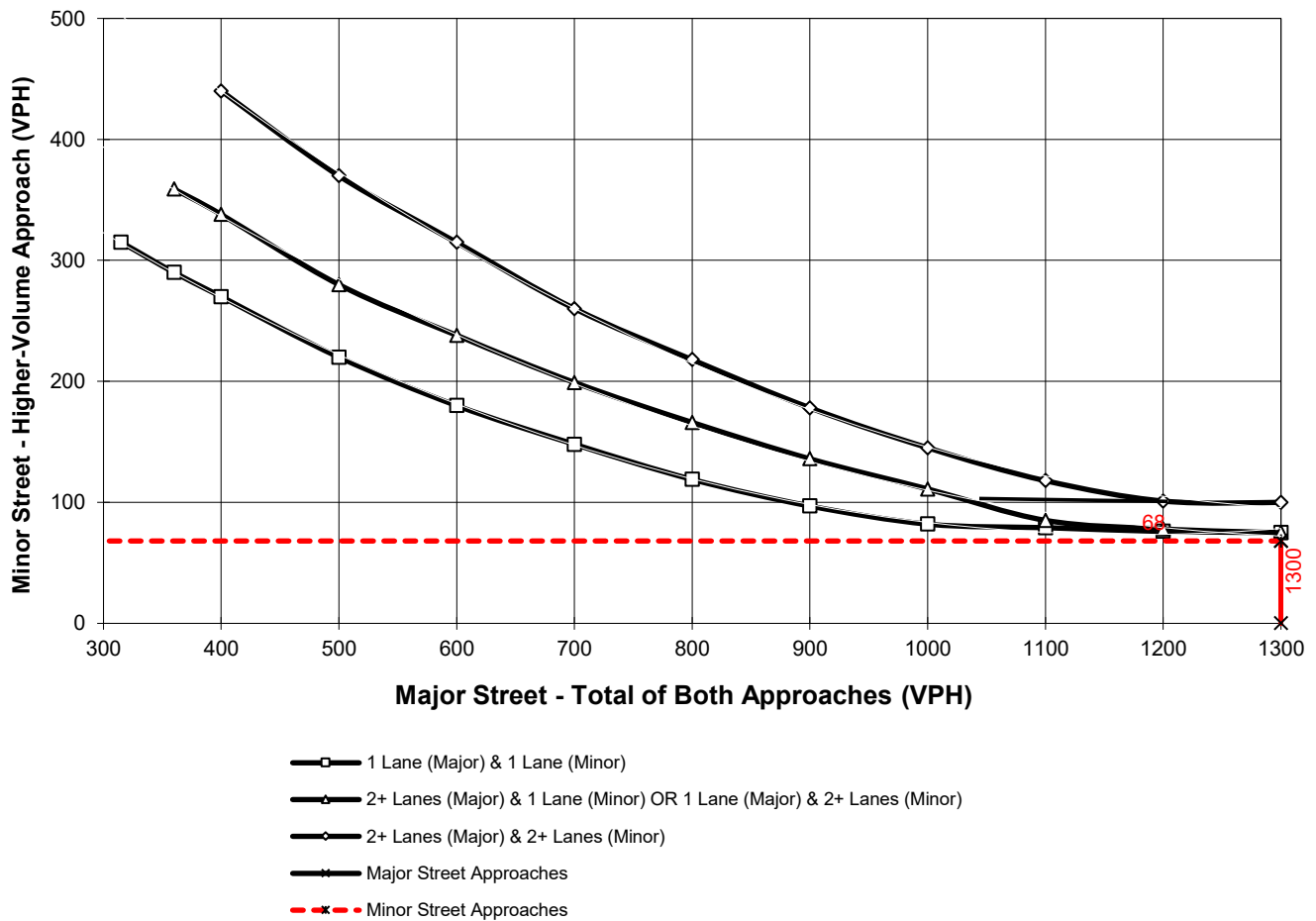
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **N State College Boulevard** Total of Both Approaches (VPH) = **1750**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Cypress Way** High Volume Approach (VPH) = **68**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.4:
**OPENING YEAR CUMULATIVE (2022) WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) With Project Conditions - Weekday PM Peak Hour**

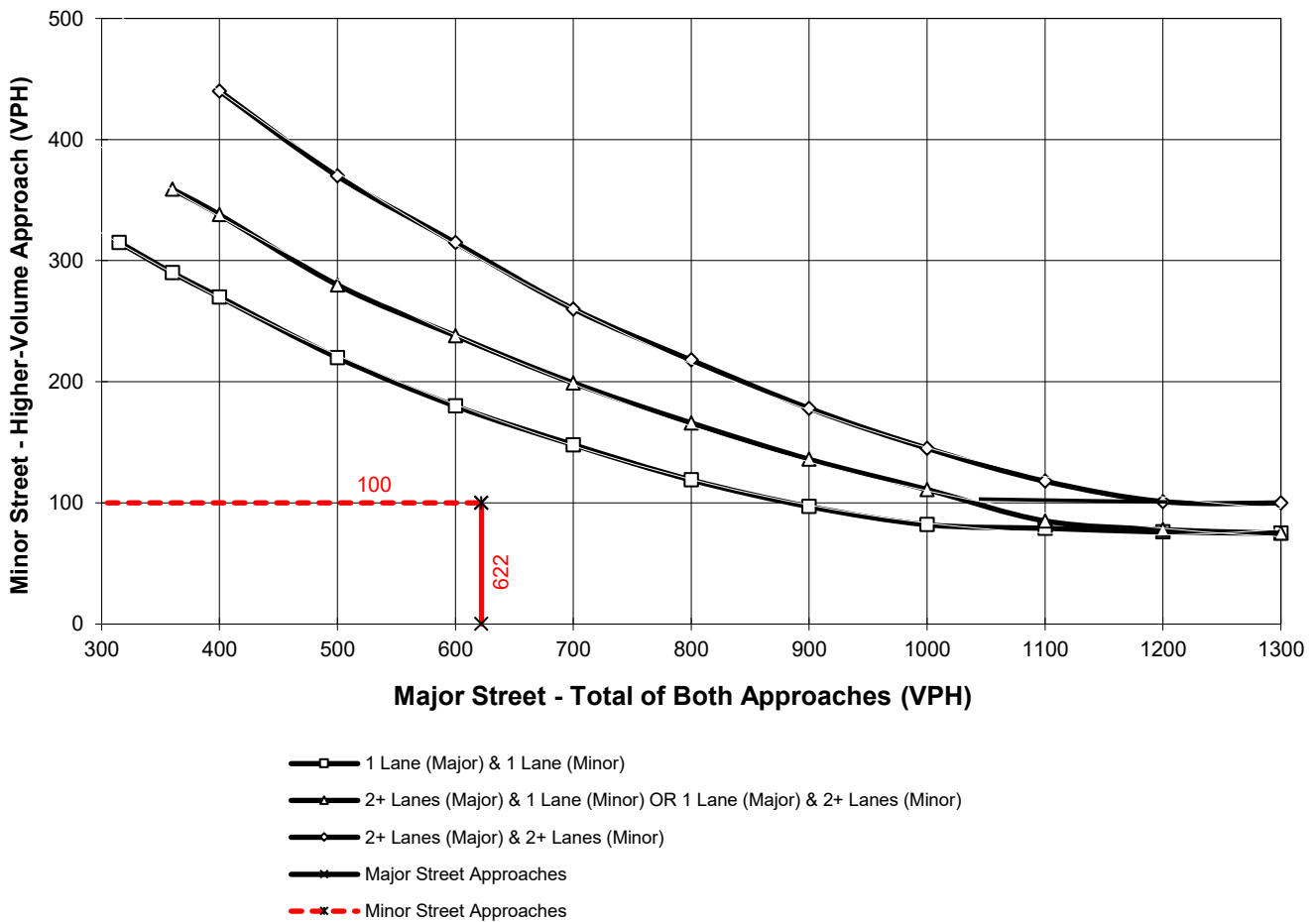
Major Street Name = **Acacia Avenue**

Total of Both Approaches (VPH) = **622**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Kimberly Avenue**

High Volume Approach (VPH) = **100**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CHK <u>CH</u>		DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Driveway 1</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>2,526</u>	vpd	Minor Street Future ADT =	<u>28</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 2,526	1 28	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 2,526	1 28	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	2%				
	B				
	3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CHK <u>CH</u>		DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 3</u>					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes: <u>1</u>	lane			
Major Street Future ADT = <u>2,560</u>	vpd	Minor Street Future ADT = <u>107</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>			RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>					

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 2,560</u>	<u>1 107</u>	8,000	5,600	2,400	1,680
<u>2+</u>	<u>1</u>	9,600	6,720	2,400	1,680
<u>2+</u>	<u>2+</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2+</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	XX <u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 2,560</u>	<u>1 107</u>	12,000	8,400	1,200	850
<u>2+</u>	<u>1</u>	14,400	10,080	1,200	850
<u>2+</u>	<u>2+</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2+</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	XX <u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	6%				
	<u>B</u>				
	13%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Orangethorpe Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 4</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>3</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane		
Major Street Future ADT = <u>33,672</u>	vpd	Minor Street Future ADT = <u>105</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>		RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 33,672</u>	<u>1 105</u>	9,600	6,720 *	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 33,672</u>	<u>1 105</u>	14,400	10,080 *	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	6%				
	B				
	12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

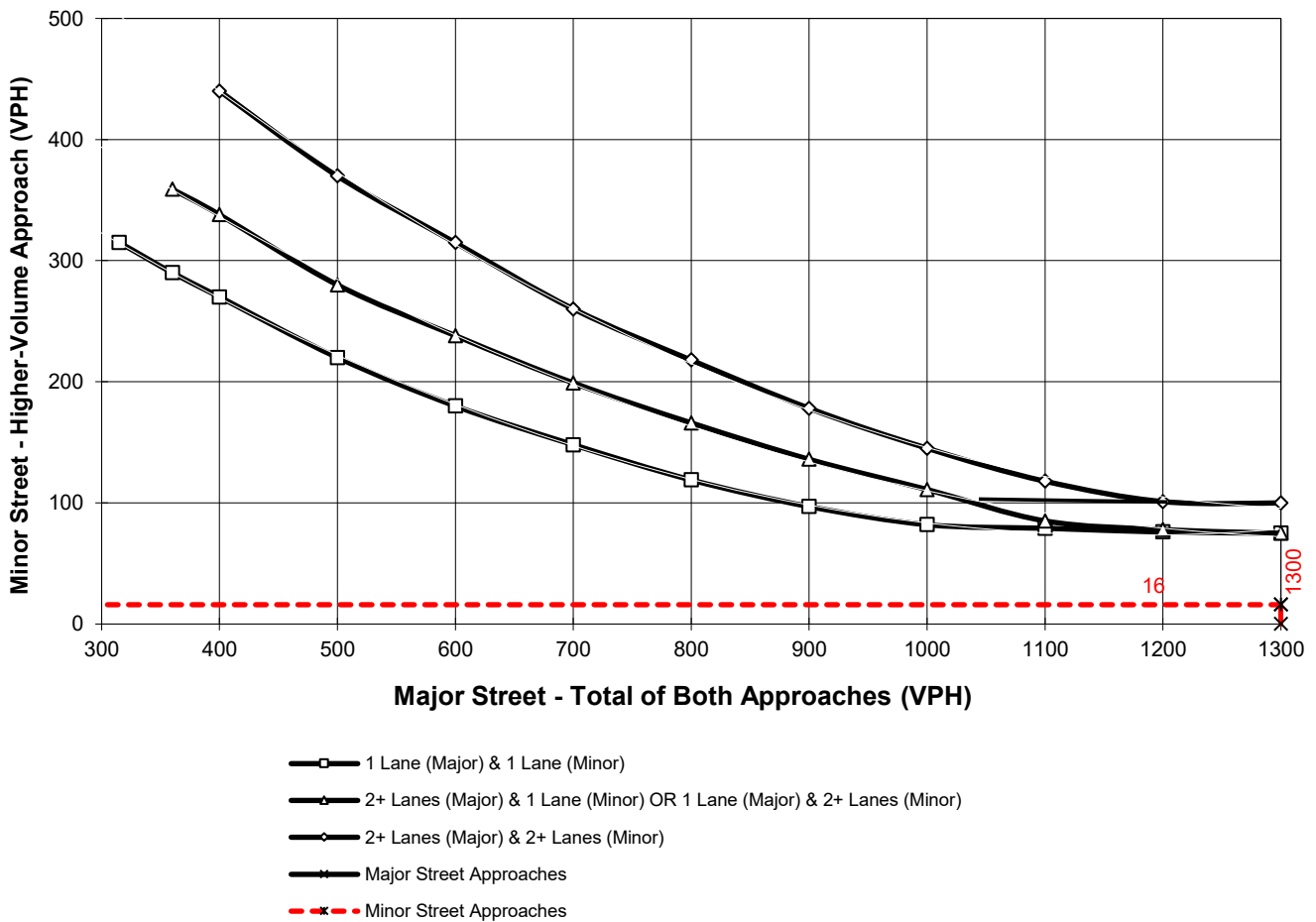
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Orangethorpe Avenue** Total of Both Approaches (VPH) = **2537**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Driveway 6** High Volume Approach (VPH) = **16**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	2022 With Project	
Jurisdiction: <u>City of Fullerton</u>				CHK <u>CH</u>		DATE <u>05/14/20</u>	
Major Street: <u>Orangethorpe Avenue</u>					Critical Approach Speed (Major)	<u>45</u> mph	
Minor Street: <u>Driveway 6</u>					Critical Approach Speed (Minor)	<u>25</u> mph	
Major Street Approach Lanes =			<u>3</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane	
Major Street Future ADT =			<u>33,730</u>	vpd	Minor Street Future ADT =	<u>129</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	
						or	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 33,730</u>	<u>1 129</u>	9,600	6,720 *	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 33,730</u>	<u>1 129</u>	14,400	10,080 *	1,200	850
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	8%				
	B				
	15%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 7</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =	<u>1</u>	lane	Minor Street Approach Lanes =	<u>1</u>	lane
Major Street Future ADT =	<u>2,658</u>	vpd	Minor Street Future ADT =	<u>107</u>	vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>		or	<input type="checkbox"/>	
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>			RURAL (R)	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 2,658</u>	<u>1 107</u>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
<u>1 2,658</u>	<u>1 107</u>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	<u>A</u>				
	6%				
	<u>B</u>				
	13%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Orangethorpe Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 8</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>3</u>	lane	Minor Street Approach Lanes = <u>1</u>	lane		
Major Street Future ADT = <u>33,527</u>	vpd	Minor Street Future ADT = <u>118</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>		RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1	1	8,000	5,600	2,400	1,680
2 + 33,527	1 118	9,600	6,720 *	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1	1	12,000	8,400	1,200	850
2 + 33,527	1 118	14,400	10,080 *	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	A				
	7%				
	B				
	14%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 9</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes: <u>1</u>	lane		
Major Street Future ADT = <u>2,743</u>	vpd	Minor Street Future ADT = <u>80</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>
					or
In built up area of isolated community of < 10,000 population					<input type="checkbox"/>

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1 2,743	1 80	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1 2,743	1 80	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	5%				
	B				
	9%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Orangethorpe Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 10</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>3</u>	lane	Minor Street Approach Lanes: <u>1</u>	lane		
Major Street Future ADT = <u>33,603</u>	vpd	Minor Street Future ADT = <u>98</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>		RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	8,000	5,600	2,400	1,680
2 + 33,603	1 98	9,600	6,720 *	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
<u>Satisfied</u>	<u>Not Satisfied</u>	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	12,000	8,400	1,200	850
2 + 33,603	1 98	14,400	10,080 *	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	<u>A</u>				
	6%				
	<u>B</u>				
	12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CHK <u>CH</u>		DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>					Critical Approach Speed (Major) <u>45</u> mph	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 11</u>					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>2</u>	lane	Minor Street Approach Lanes: <u>1</u>	lane			
Major Street Future ADT = <u>2,793</u>	vpd	Minor Street Future ADT = <u>55</u>	vpd			
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);		<input checked="" type="checkbox"/>		or		RURAL (R)
In built up area of isolated community of < 10,000 population		<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1	1	8,000	5,600	2,400	1,680
2 + 2,793	1 55	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach		Urban	Rural	Urban	Rural
<u>Major Street</u>	<u>Minor Street</u>				
1	1	12,000	8,400	1,200	850
2 + 2,793	1 55	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A				
	3%				
	B				
	6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CALC <u>CM</u>	DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>				CHK <u>CH</u>	DATE <u>05/14/20</u>
Minor Street: <u>Driveway 12</u>				Critical Approach Speed (Major) <u>45</u> mph	
				Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes = <u>1</u>	lane	Minor Street Approach Lanes: <u>1</u>	lane		
Major Street Future ADT = <u>33,701</u>	vpd	Minor Street Future ADT = <u>56</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>	or	<input type="checkbox"/>		RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>				

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 33,701	1 56	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach	Number of lanes for moving traffic on each approach				
<u>Major Street</u>	<u>Minor Street</u>				
1 33,701	1 56	12,000	8,400 *	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
No one condition satisfied, but following conditions fulfilled 80% of more	XX				
	XX				
	A				
	3%				
	B				
	7%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	2022 With Project
Jurisdiction: <u>City of Fullerton</u>				CHK <u>CH</u>		DATE <u>05/14/20</u>
Major Street: <u>Kimberly Avenue</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Driveway 15</u>					Critical Approach Speed (Minor)	<u>25</u> mph
Major Street Approach Lanes =			<u>1</u>	lane	Minor Street Approach Lanes:	<u>1</u> lane
Major Street Future ADT =			<u>3,059</u>	vpd	Minor Street Future ADT =	<u>47</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>
						or
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>
RURAL (R)						

(Based on Estimated Average Daily Traffic - See Note)

	<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	<u>Satisfied</u>	XX				
		<u>Not Satisfied</u>				
		XX				
Number of lanes for moving traffic on each approach			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	1 3,059	1 47	8,000	5,600	2,400	1,680
	2 +	1	9,600	6,720	2,400	1,680
	2 +	2 +	9,600	6,720	3,200	2,240
	1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	<u>Satisfied</u>	XX				
		<u>Not Satisfied</u>				
		XX				
Number of lanes for moving traffic on each approach			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
	1 3,059	1 47	12,000	8,400	1,200	850
	2 +	1	14,400	10,080	1,200	850
	2 +	2 +	14,400	10,080	1,600	1,120
	1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B	<u>Satisfied</u>	XX				
		<u>Not Satisfied</u>				
		XX				
No one condition satisfied, but following conditions fulfilled 80% of more			2 CONDITIONS 80%		2 CONDITIONS 80%	
		A				
		3%				
		B				
		6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

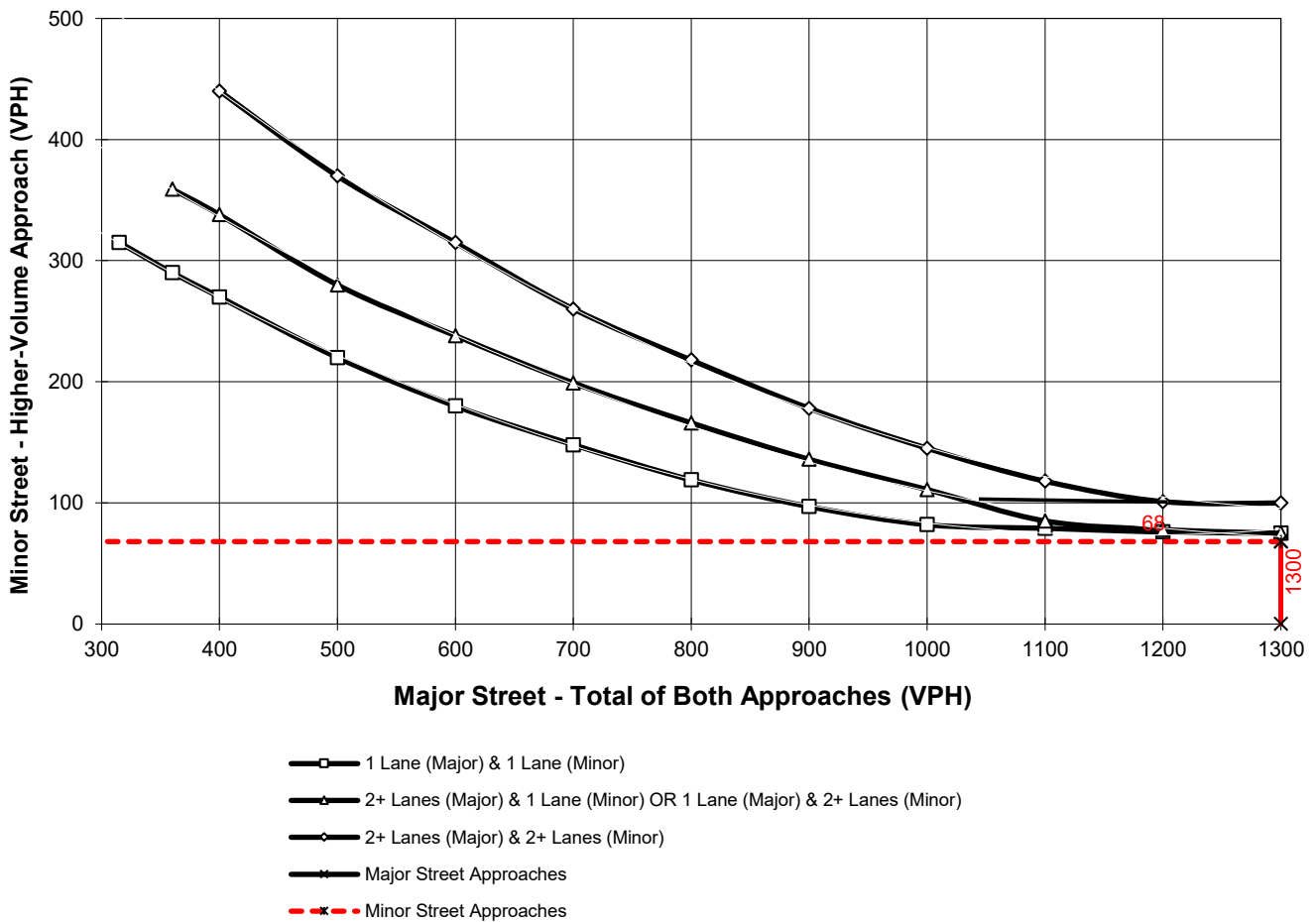
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Opening Year Cumulative (2022) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **N State College Boulevard** Total of Both Approaches (VPH) = **1814**
 Number of Approach Lanes Major Street = **3**

Minor Street Name = **Cypress Way** High Volume Approach (VPH) = **68**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



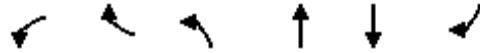
*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 5.5:

**OPENING YEAR CUMULATIVE (2022) WITHOUT PROJECT FREEWAY OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	176	494	431	1115	864	493
v/c Ratio	0.22	1.08	1.04	0.46	0.43	0.62
Control Delay	25.8	90.6	80.1	6.8	20.0	9.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	25.8	90.6	80.1	6.9	20.0	9.8
Queue Length 50th (ft)	37	~232	~248	105	109	48
Queue Length 95th (ft)	62	#418	m#371	m177	142	142
Internal Link Dist (ft)				388	1780	
Turn Bay Length (ft)		270				50
Base Capacity (vph)	805	458	415	2400	2011	800
Starvation Cap Reductn	0	0	0	352	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.08	1.04	0.54	0.43	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	488	448	992	519	442	599
v/c Ratio	1.02	0.69	0.66	0.80	0.96	0.28
Control Delay	76.6	15.4	27.6	23.4	81.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	15.4	27.6	23.4	81.5	5.7
Queue Length 50th (ft)	~263	66	158	114	245	43
Queue Length 95th (ft)	#466	180	203	#283	#421	57
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	480	647	1497	648	460	2170
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.69	0.66	0.80	0.96	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	168	243	242	284	760	1620
v/c Ratio	0.59	0.56	0.53	0.62	0.20	0.57
Control Delay	46.0	11.4	8.9	44.8	1.3	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	11.4	8.9	44.8	1.3	13.0
Queue Length 50th (ft)	105	10	0	72	7	186
Queue Length 95th (ft)	162	81	63	114	19	284
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	403	520	545	542	3856	2850
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.44	0.52	0.20	0.57
Intersection Summary						

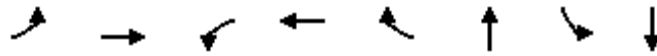


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	253	253	176	931	408	643
v/c Ratio	0.68	0.63	0.37	0.38	0.69	0.18
Control Delay	44.4	32.5	6.7	14.6	41.2	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	32.5	6.7	14.6	41.2	9.7
Queue Length 50th (ft)	156	120	0	101	134	49
Queue Length 95th (ft)	217	187	49	173	163	134
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	528	545	594	2428	833	3608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.46	0.30	0.38	0.49	0.18
Intersection Summary						

Queues
31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

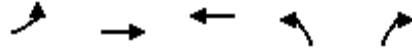
07/16/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	200	854	11	904	611	46	235	215
v/c Ratio	0.59	0.28	0.12	0.38	0.63	0.55	0.73	0.51
Control Delay	53.8	13.9	51.9	21.8	11.0	45.3	54.6	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	13.9	51.9	21.8	11.1	45.3	54.6	14.6
Queue Length 50th (ft)	69	104	8	153	81	7	164	32
Queue Length 95th (ft)	104	189	26	226	254	#59	233	87
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	496	3017	98	2399	969	84	489	563
Starvation Cap Reductn	0	0	0	0	13	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.28	0.11	0.38	0.64	0.55	0.48	0.38

Intersection Summary

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



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	148	1030	1529	314	659
v/c Ratio	0.59	0.44	0.87	0.19	1.20
Control Delay	59.8	21.4	39.0	17.8	132.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	21.4	39.0	17.8	132.6
Queue Length 50th (ft)	53	177	354	65	~543
Queue Length 95th (ft)	87	215	420	93	#771
Internal Link Dist (ft)		518	1171		
Turn Bay Length (ft)	350			350	350
Base Capacity (vph)	254	2343	1753	1623	550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.87	0.19	1.20

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	246	427	337	1014	910	711
v/c Ratio	0.32	0.92	0.85	0.42	0.46	0.80
Control Delay	27.2	48.8	48.7	6.2	19.8	16.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	27.2	48.8	48.7	6.3	19.8	16.5
Queue Length 50th (ft)	52	143	180	104	126	112
Queue Length 95th (ft)	84	#313	m#303	m123	163	#340
Internal Link Dist (ft)				388	1780	
Turn Bay Length (ft)		270				50
Base Capacity (vph)	805	479	415	2392	1995	889
Starvation Cap Reductn	0	0	0	359	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.89	0.81	0.50	0.46	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	421	583	826	235	324	784
v/c Ratio	0.67	0.90	0.55	0.43	0.99	0.42
Control Delay	27.0	37.4	26.4	11.9	97.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	37.4	26.4	11.9	97.0	9.0
Queue Length 50th (ft)	173	217	123	32	~205	66
Queue Length 95th (ft)	274	#424	160	92	#368	83
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	673	686	1495	544	328	1862
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.85	0.55	0.43	0.99	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	131	126	120	266	853	1755
v/c Ratio	0.57	0.47	0.39	0.59	0.21	0.58
Control Delay	49.3	25.6	10.5	45.6	0.7	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	25.6	10.5	45.6	0.7	11.6
Queue Length 50th (ft)	84	39	0	64	2	186
Queue Length 95th (ft)	136	93	48	112	12	300
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	403	416	452	548	4022	3001
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.27	0.49	0.21	0.58
Intersection Summary						



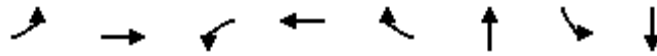
Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	255	253	231	848	395	728
v/c Ratio	0.68	0.70	0.45	0.34	0.68	0.20
Control Delay	44.0	43.6	7.3	16.5	41.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	43.6	7.3	16.5	41.4	8.7
Queue Length 50th (ft)	157	157	4	106	129	44
Queue Length 95th (ft)	220	223	60	176	159	140
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	528	506	627	2458	833	3596
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.50	0.37	0.34	0.47	0.20

Intersection Summary

Queues
31: Orangethorpe Av. & SR-57 SB Ramps

Goodman Logistics Center (JN:13156)

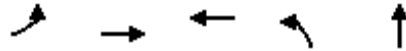
07/16/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	409	1253	27	1125	468	33	155	183
v/c Ratio	0.74	0.40	0.26	0.46	0.53	0.43	0.65	0.51
Control Delay	52.3	14.7	51.5	19.9	11.2	48.2	56.7	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	52.3	14.7	51.5	19.9	11.2	48.2	56.7	14.4
Queue Length 50th (ft)	143	192	20	140	67	12	110	14
Queue Length 95th (ft)	188	276	m36	190	136	45	173	78
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	569	3158	108	2455	891	81	483	554
Starvation Cap Reductn	0	0	0	0	22	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.40	0.25	0.46	0.54	0.41	0.32	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	198	1267	1378	609	603
v/c Ratio	0.67	0.49	0.71	0.42	0.88
Control Delay	75.0	11.2	30.8	23.4	43.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	11.2	30.8	23.4	43.9
Queue Length 50th (ft)	61	75	301	146	353
Queue Length 95th (ft)	#120	86	359	189	#527
Internal Link Dist (ft)		518	1171		1152
Turn Bay Length (ft)	350			350	
Base Capacity (vph)	299	2577	1928	1572	740
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.49	0.71	0.39	0.81

Intersection Summary

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

APPENDIX 5.6:

**OPENING YEAR CUMULATIVE (2022) WITH PROJECT FREEWAY OFF-RAMP QUEUING
ANALYSIS WORKSHEETS**

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Queues
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	176	494	431	1131	866	496
v/c Ratio	0.22	1.09	1.04	0.48	0.46	0.63
Control Delay	25.8	93.2	79.7	7.3	20.4	10.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	25.8	93.2	79.7	7.4	20.4	10.8
Queue Length 50th (ft)	37	~236	~248	112	118	57
Queue Length 95th (ft)	62	#421	m#367	m184	154	158
Internal Link Dist (ft)				388	1780	
Turn Bay Length (ft)		270				50
Base Capacity (vph)	805	455	415	2351	1886	788
Starvation Cap Reductn	0	0	0	317	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.09	1.04	0.56	0.46	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	496	449	998	519	442	601
v/c Ratio	1.03	0.70	0.67	0.80	0.96	0.28
Control Delay	81.0	15.5	27.7	23.6	81.4	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	15.5	27.7	23.6	81.4	5.7
Queue Length 50th (ft)	~284	66	160	115	246	43
Queue Length 95th (ft)	#475	182	204	#285	#420	57
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	480	646	1497	647	460	2170
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.70	0.67	0.80	0.96	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	168	257	258	284	809	1643
v/c Ratio	0.59	0.59	0.59	0.62	0.21	0.58
Control Delay	46.0	13.2	12.9	45.4	1.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	13.2	12.9	45.4	1.3	13.1
Queue Length 50th (ft)	105	20	20	73	8	190
Queue Length 95th (ft)	162	95	90	118	20	290
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	403	519	531	542	3856	2851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.50	0.49	0.52	0.21	0.58
Intersection Summary						

Queues
28: State College Bl. & SR-91 EB Ramps

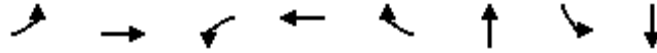
Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	275	273	176	937	416	645
v/c Ratio	0.71	0.65	0.36	0.39	0.70	0.18
Control Delay	44.9	33.4	6.4	15.2	40.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	33.4	6.4	15.2	40.9	10.1
Queue Length 50th (ft)	170	134	0	106	134	52
Queue Length 95th (ft)	236	205	49	176	165	135
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	528	546	594	2374	833	3558
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.50	0.30	0.39	0.50	0.18
Intersection Summary						

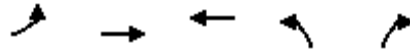
Queues
31: Orangethorpe Av. & SR-57 SB Ramps



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	208	863	11	935	611	46	249	225
v/c Ratio	0.60	0.29	0.12	0.40	0.64	0.55	0.74	0.50
Control Delay	53.8	14.5	51.9	23.0	12.2	45.3	53.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	14.5	51.9	23.0	12.2	45.3	53.7	12.3
Queue Length 50th (ft)	72	107	8	163	94	7	173	25
Queue Length 95th (ft)	108	194	26	239	273	#59	244	89
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	496	2967	98	2338	948	84	489	574
Starvation Cap Reductn	0	0	0	0	6	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.29	0.11	0.40	0.65	0.55	0.51	0.39

Intersection Summary

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



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	155	1033	1535	338	659
v/c Ratio	0.62	0.44	0.88	0.21	1.20
Control Delay	60.9	21.4	39.3	17.9	132.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	21.4	39.3	17.9	132.6
Queue Length 50th (ft)	55	178	357	71	~543
Queue Length 95th (ft)	90	216	423	100	#771
Internal Link Dist (ft)		518	1171		
Turn Bay Length (ft)	350			350	350
Base Capacity (vph)	254	2343	1752	1623	550
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.44	0.88	0.21	1.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
3: Raymond Av. & SR-91 WB Ramps



Lane Group	WBL	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	246	427	337	1021	917	722
v/c Ratio	0.32	0.93	0.85	0.43	0.46	0.81
Control Delay	27.2	49.4	48.6	6.3	19.8	17.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	27.2	49.4	48.6	6.4	19.8	17.2
Queue Length 50th (ft)	52	144	180	105	127	118
Queue Length 95th (ft)	84	#315	m#303	m125	164	#350
Internal Link Dist (ft)				388	1780	
Turn Bay Length (ft)		270				50
Base Capacity (vph)	805	477	415	2391	1992	890
Starvation Cap Reductn	0	0	0	359	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.90	0.81	0.50	0.46	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	425	583	829	235	324	792
v/c Ratio	0.68	0.90	0.58	0.44	0.99	0.43
Control Delay	27.1	37.6	26.9	12.5	98.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	37.6	26.9	12.5	98.4	9.0
Queue Length 50th (ft)	175	220	130	35	~205	67
Queue Length 95th (ft)	277	#426	169	95	#368	84
Internal Link Dist (ft)		878	705			388
Turn Bay Length (ft)	175			50		
Base Capacity (vph)	673	684	1432	539	326	1858
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.85	0.58	0.44	0.99	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
27: State College Bl. & SR-91 WB Ramps

Goodman Logistics Center (JN:13156)

07/16/2020



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	135	131	124	266	872	1837
v/c Ratio	0.58	0.49	0.39	0.59	0.22	0.61
Control Delay	49.4	26.4	10.4	48.1	0.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	26.4	10.4	48.1	0.8	12.3
Queue Length 50th (ft)	86	42	0	68	2	204
Queue Length 95th (ft)	140	98	49	115	13	326
Internal Link Dist (ft)		789			396	1680
Turn Bay Length (ft)	290		290			
Base Capacity (vph)	403	413	455	548	4010	2989
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.27	0.49	0.22	0.61
Intersection Summary						

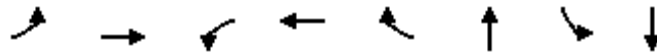
Queues
28: State College Bl. & SR-91 EB Ramps



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	260	260	236	851	427	736
v/c Ratio	0.68	0.70	0.46	0.36	0.70	0.21
Control Delay	43.5	43.8	7.9	17.3	40.5	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	43.8	7.9	17.3	40.5	9.3
Queue Length 50th (ft)	160	162	8	110	137	52
Queue Length 95th (ft)	223	230	65	180	172	145
Internal Link Dist (ft)		869		665		396
Turn Bay Length (ft)	440		350			
Base Capacity (vph)	528	506	624	2391	833	3570
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.51	0.38	0.36	0.51	0.21

Intersection Summary

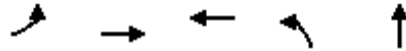
Queues
31: Orangethorpe Av. & SR-57 SB Ramps



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	435	1286	27	1138	468	33	155	192
v/c Ratio	0.74	0.41	0.26	0.47	0.53	0.43	0.65	0.53
Control Delay	51.0	14.8	51.9	20.7	11.7	48.2	56.7	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	14.8	51.9	20.7	11.7	48.2	56.7	14.3
Queue Length 50th (ft)	151	198	20	142	64	12	110	14
Queue Length 95th (ft)	197	285	m36	207	135	45	173	81
Internal Link Dist (ft)		1419		518		197		830
Turn Bay Length (ft)	220		50		100		510	
Base Capacity (vph)	598	3158	108	2400	875	81	483	561
Starvation Cap Reductn	0	0	0	0	18	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.41	0.25	0.47	0.55	0.41	0.32	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	224	1274	1382	618	603
v/c Ratio	0.73	0.50	0.73	0.43	0.88
Control Delay	77.0	11.0	31.3	23.4	43.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	11.0	31.3	23.4	43.6
Queue Length 50th (ft)	70	73	302	148	353
Queue Length 95th (ft)	#145	84	361	192	#527
Internal Link Dist (ft)		518	1171		1152
Turn Bay Length (ft)	350			350	
Base Capacity (vph)	308	2572	1906	1572	740
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.50	0.73	0.39	0.81

Intersection Summary

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

APPENDIX 5.7:

**OPENING YEAR CUMULATIVE (2022) WITHOUT PROJECT FREEWAY FACILITY
ANALYSIS WORKSHEETS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		7946		9548		0.83		62.2		31.9		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	7946	668	9600	2100	0.83	0.32	66.0	60.0	30.1	33.8	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		7258		9548		0.76		64.9		28.0		D

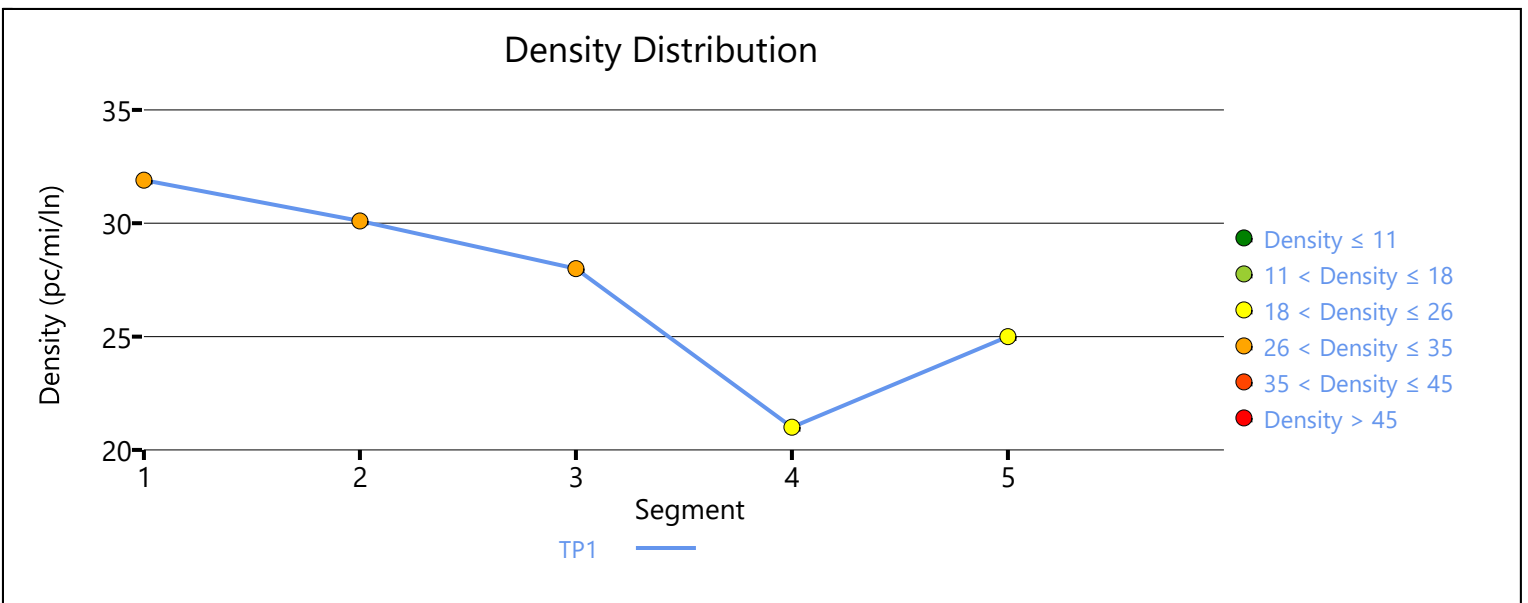
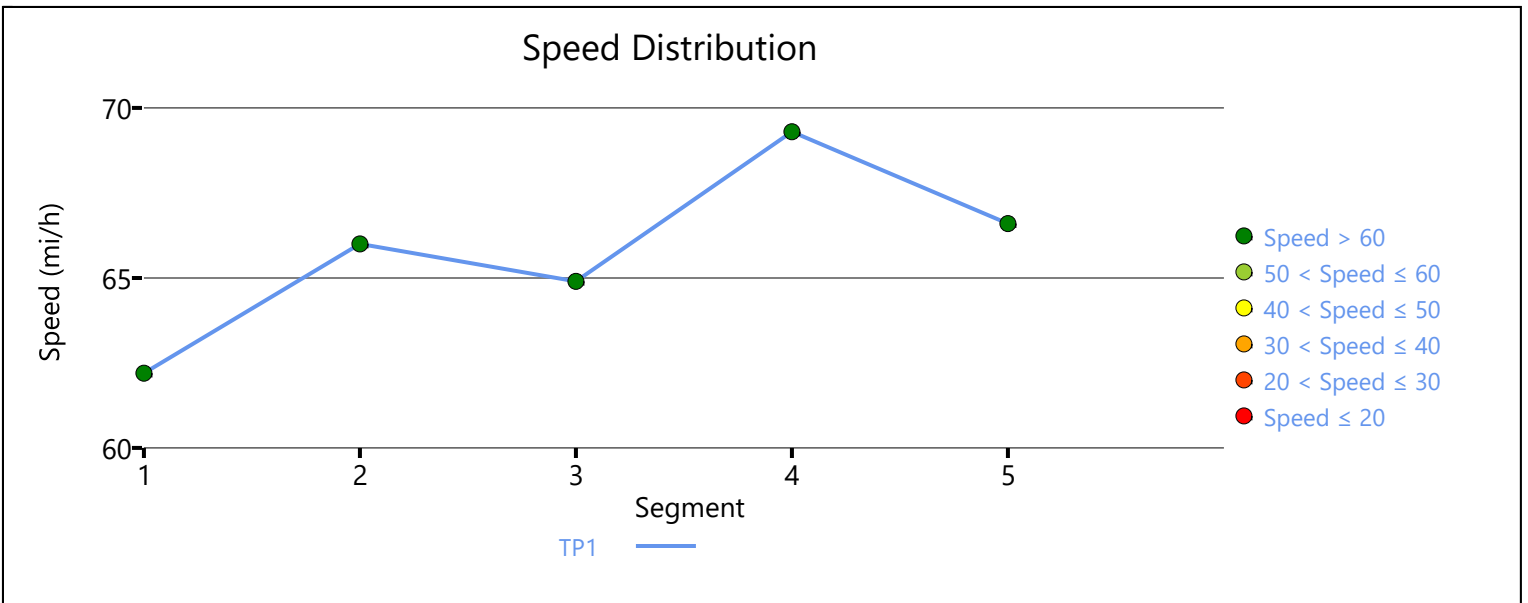
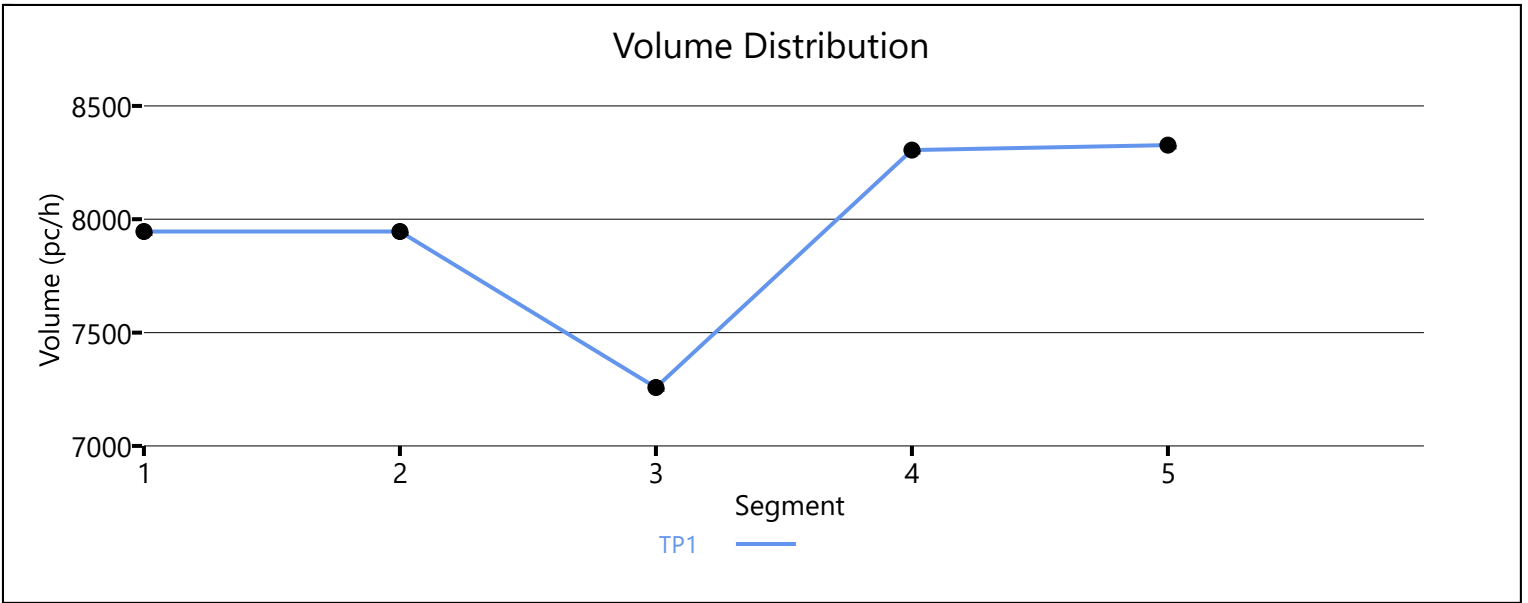
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	8305	1047	12000	2100	0.60	0.50	69.3	-	21.0	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		8327		11935		0.70		66.6		25.0		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.7	26.7	25.2	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		65.7	Density, veh/mi/ln		25.2
Average Travel Time, min		1.7	Density, pc/mi/ln		26.7



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		8860		9548		0.93		57.4		38.6		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.943	8860	707	9600	2100	0.92	0.34	65.5	59.9	33.8	37.8	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		8140		9548		0.85		61.2		33.3		D

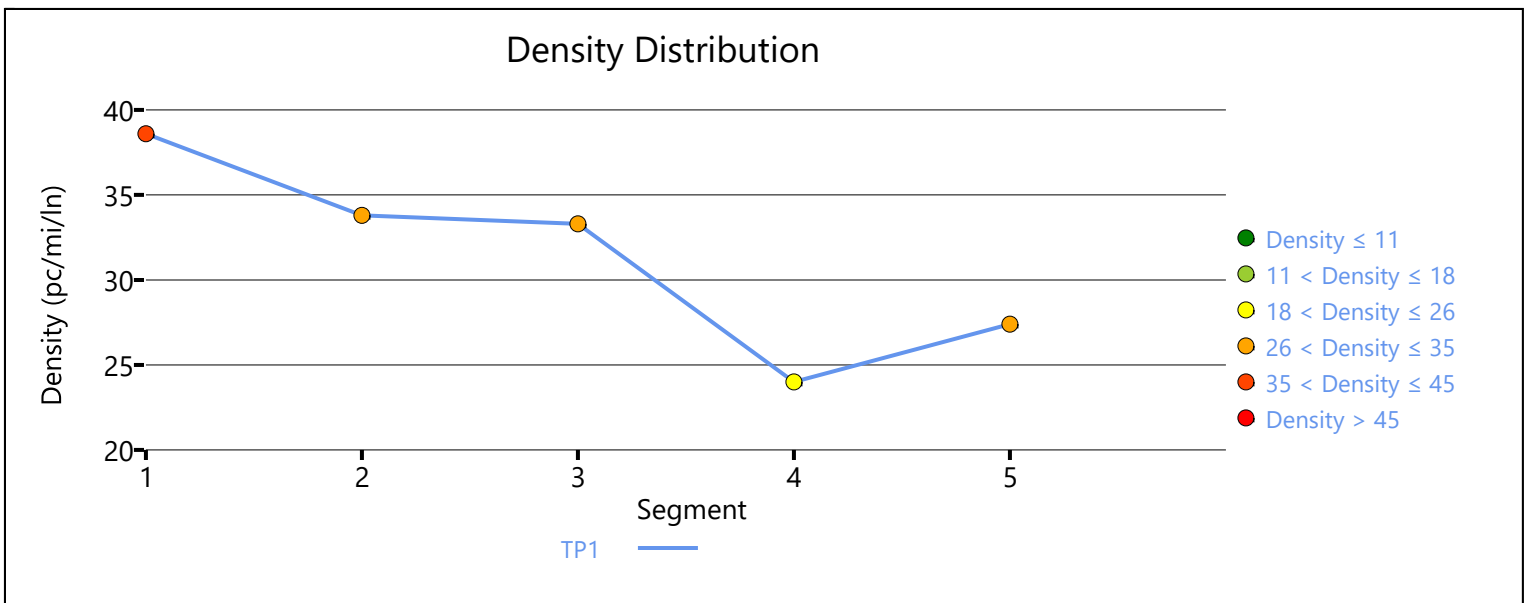
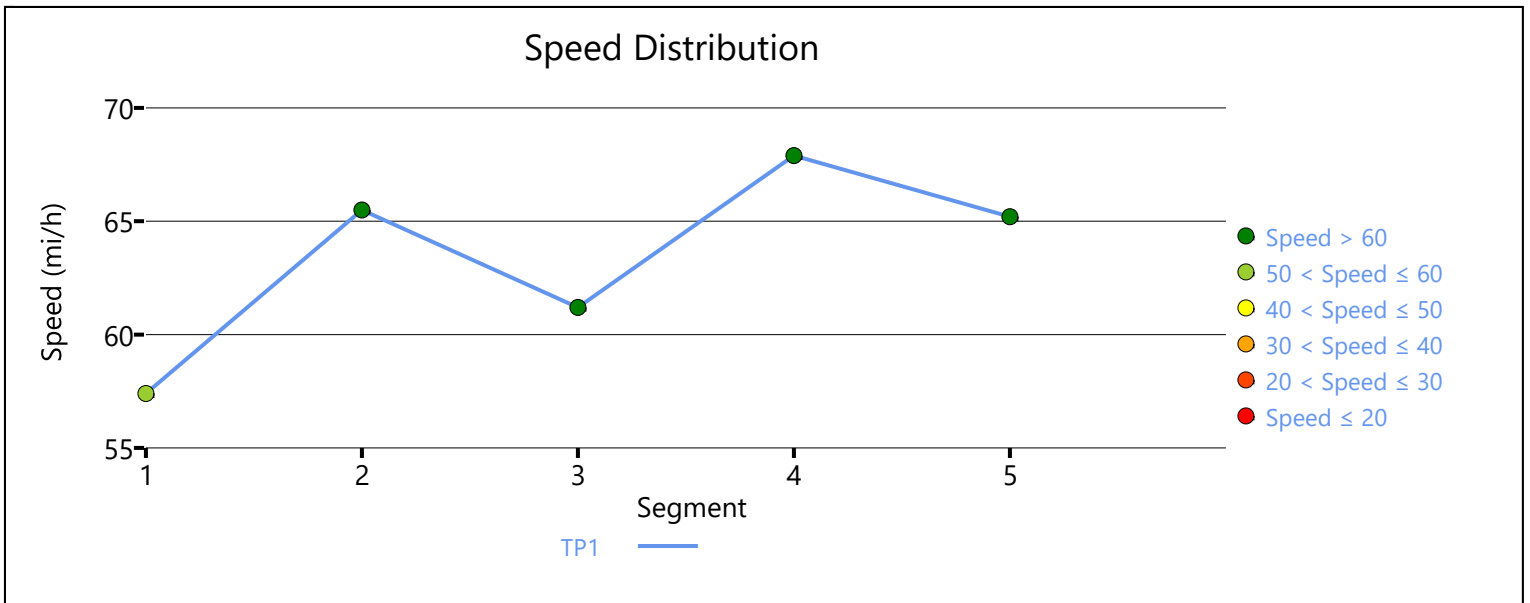
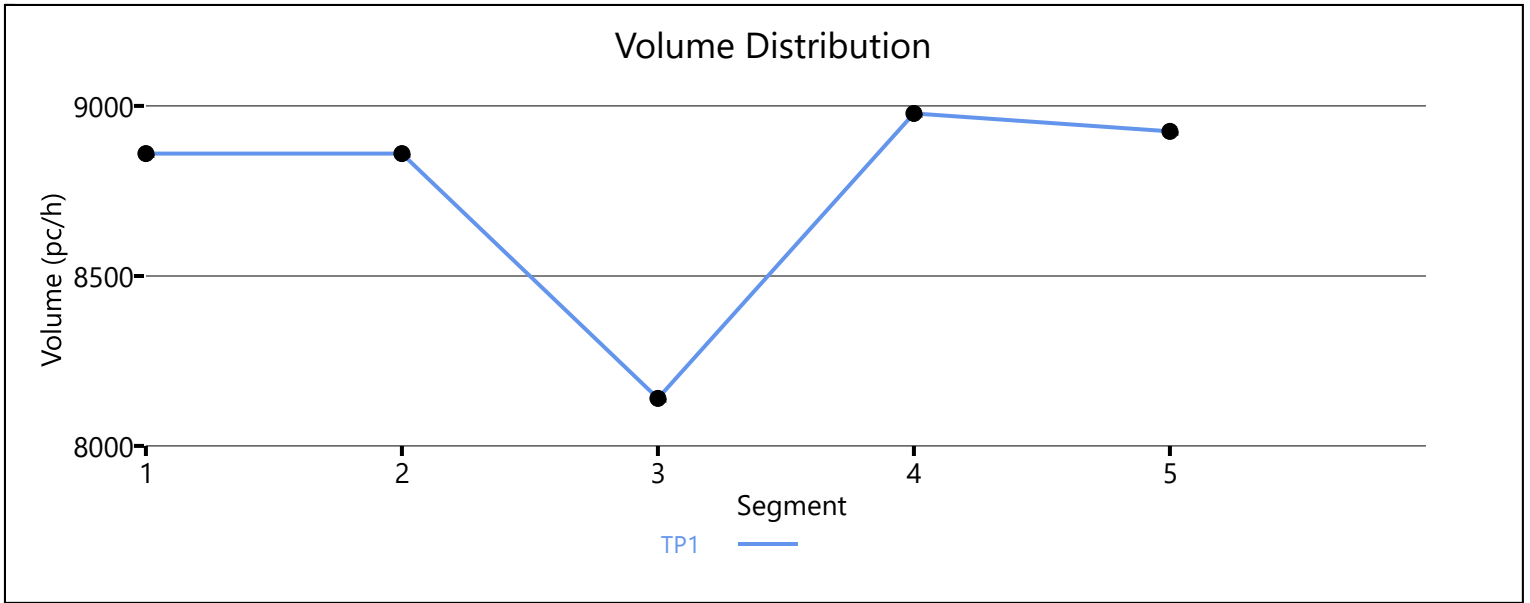
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.962	8978	838	12000	2100	0.68	0.40	67.9	-	24.0	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		8925		11935		0.75		65.2		27.4		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.0	32.4	30.0	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		62.0	Density, veh/mi/ln		30.0
Average Travel Time, min		1.7	Density, pc/mi/ln		32.4



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9517		9548		1.00		53.3		44.6		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.870	9517	432	9600	2100	0.99	0.21	65.6	60.6	36.3	38.1	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9119		9548		0.96		55.9		40.8		E

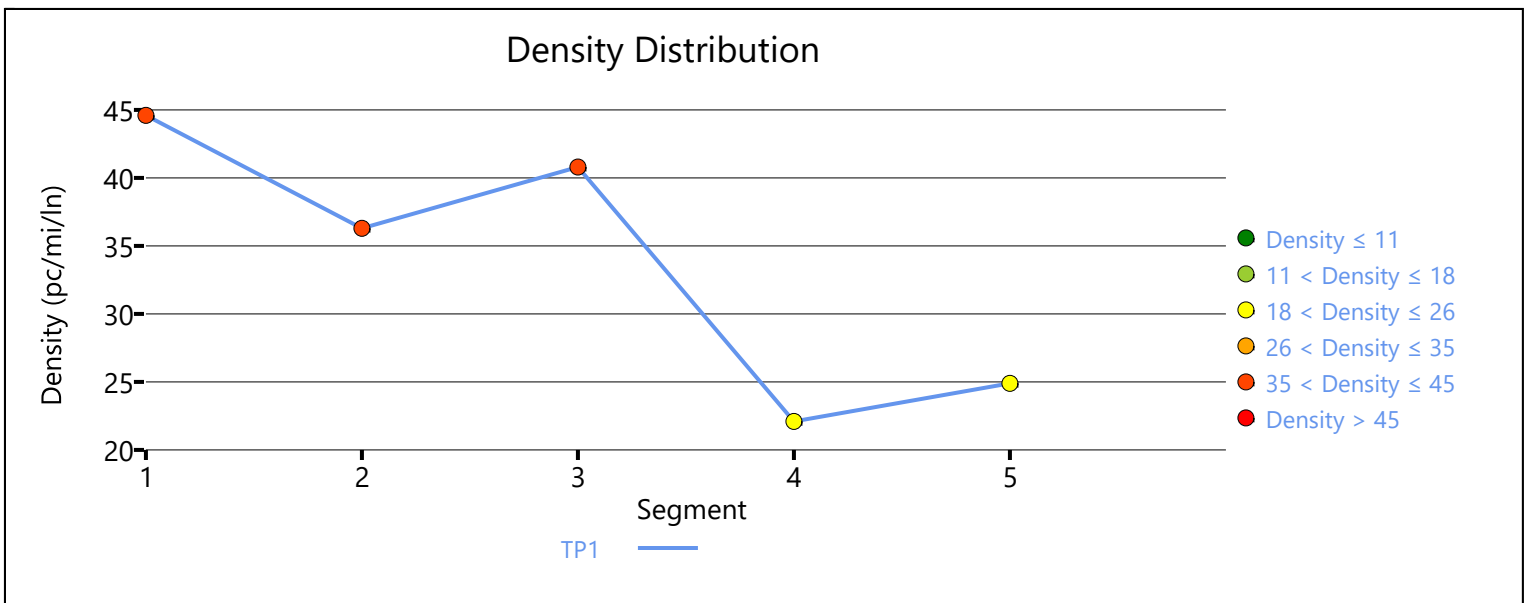
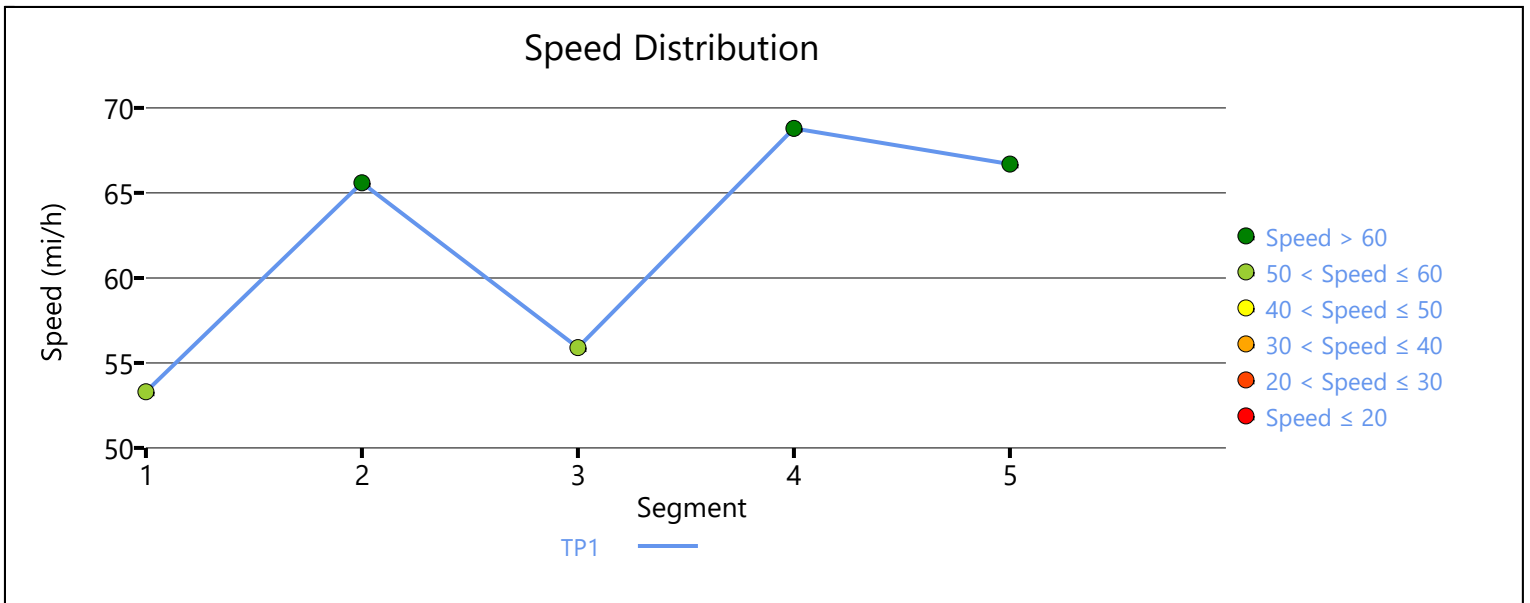
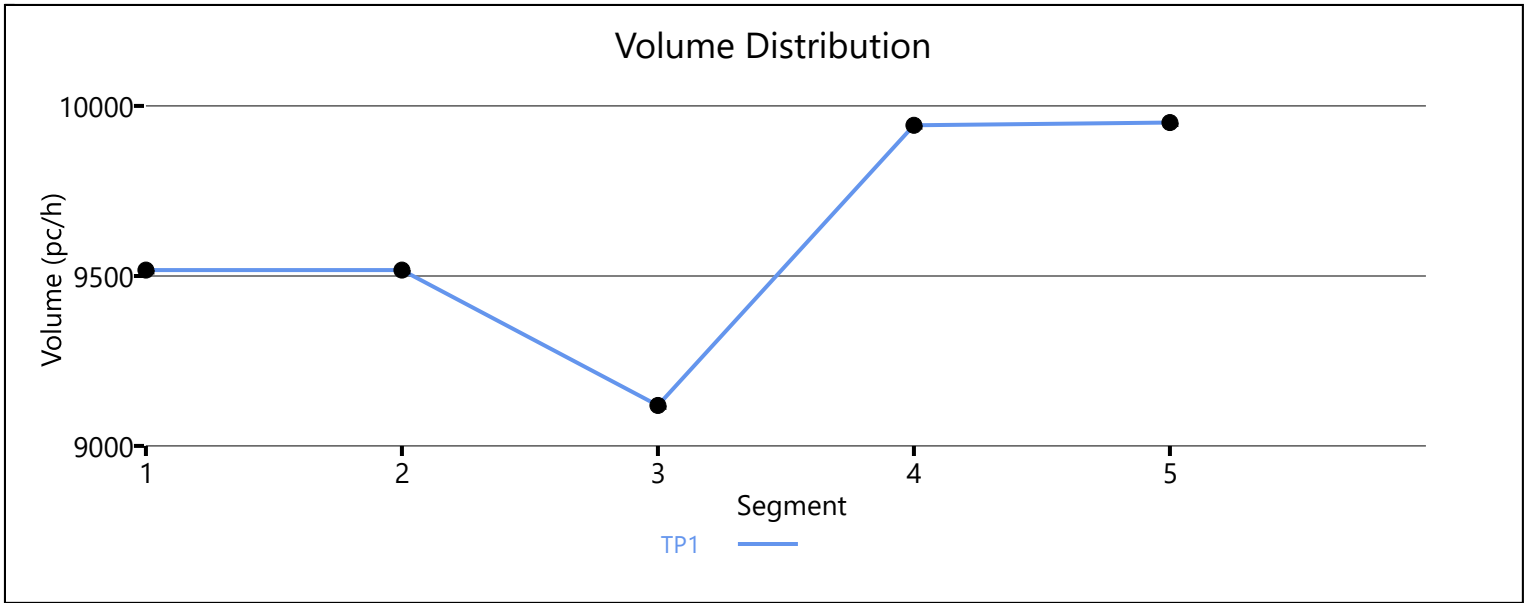
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	9943	824	14400	2100	0.63	0.39	68.8	-	22.1	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9951		14322		0.69		66.7		24.9		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.5	31.7	29.9	1.6	D
Facility Overall Results					
Space Mean Speed, mi/h		61.5	Density, veh/mi/ln		29.9
Average Travel Time, min		1.6	Density, pc/mi/ln		31.7



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.877		12553		14322		0.88		60.1		34.8		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.962	12553	971	14400	2100	0.87	0.46	64.8	59.2	32.3	40.7	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.870		11580		14322		0.81		63.1		30.6		D

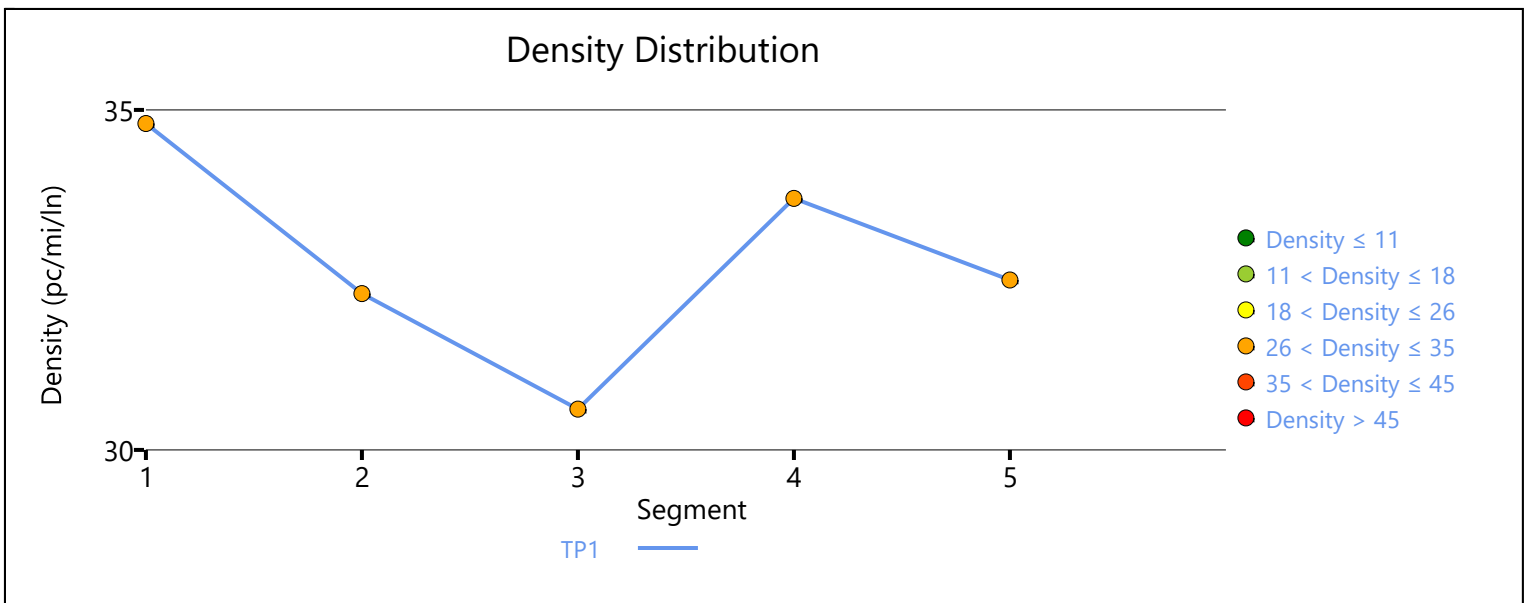
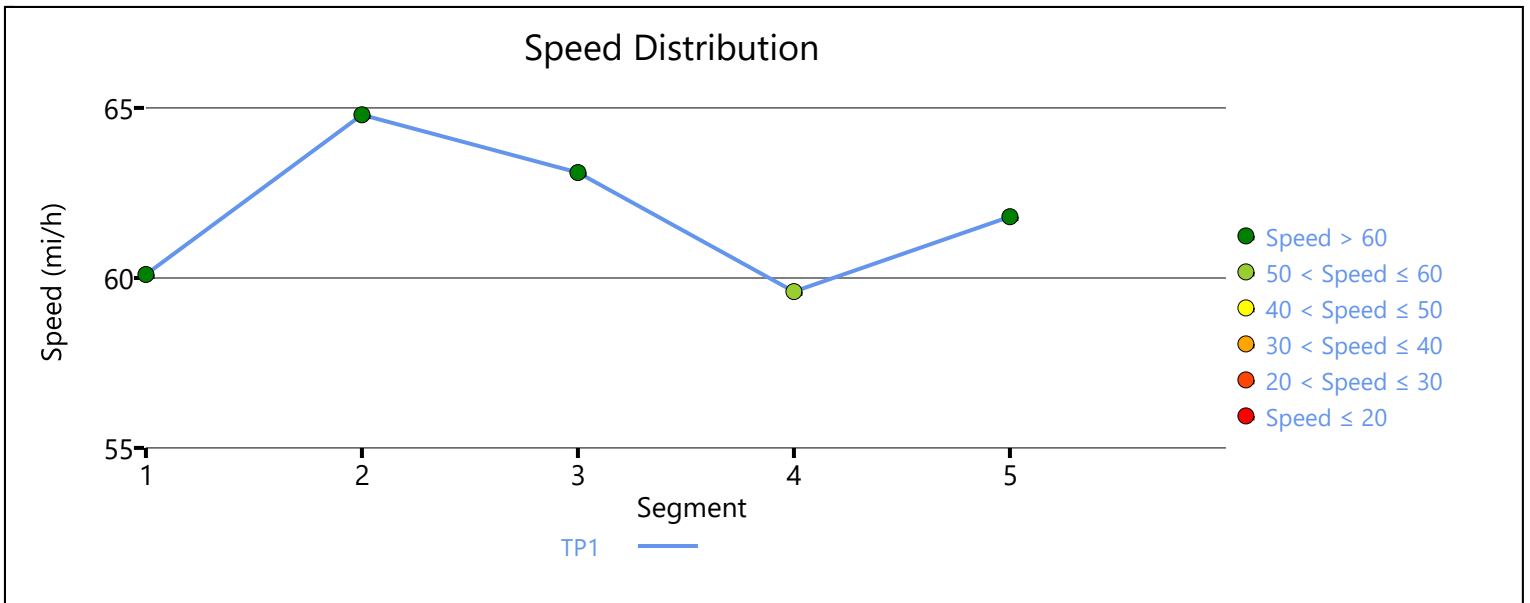
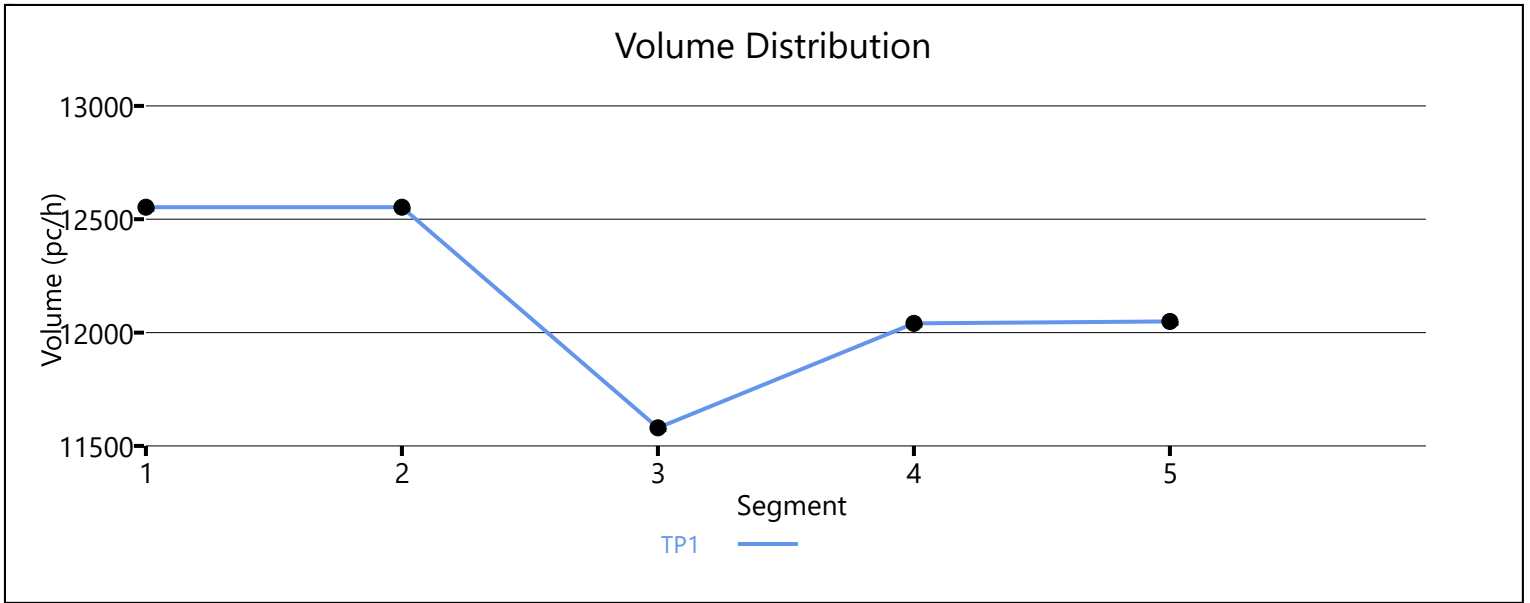
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.870	0.885	12041	461	14400	2100	0.84	0.22	59.6	57.2	33.7	31.6	D

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.870		12049		14322		0.84		61.8		32.5		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.7	32.8	28.6	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		61.7	Density, veh/mi/ln		28.6
Average Travel Time, min		1.7	Density, pc/mi/ln		32.8



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		7422		9548		0.78		64.3		28.9		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.952	7422	394	9600	2100	0.77	0.19	66.7	60.7	27.8	30.5	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		7036		9548		0.74		65.6		26.8		D

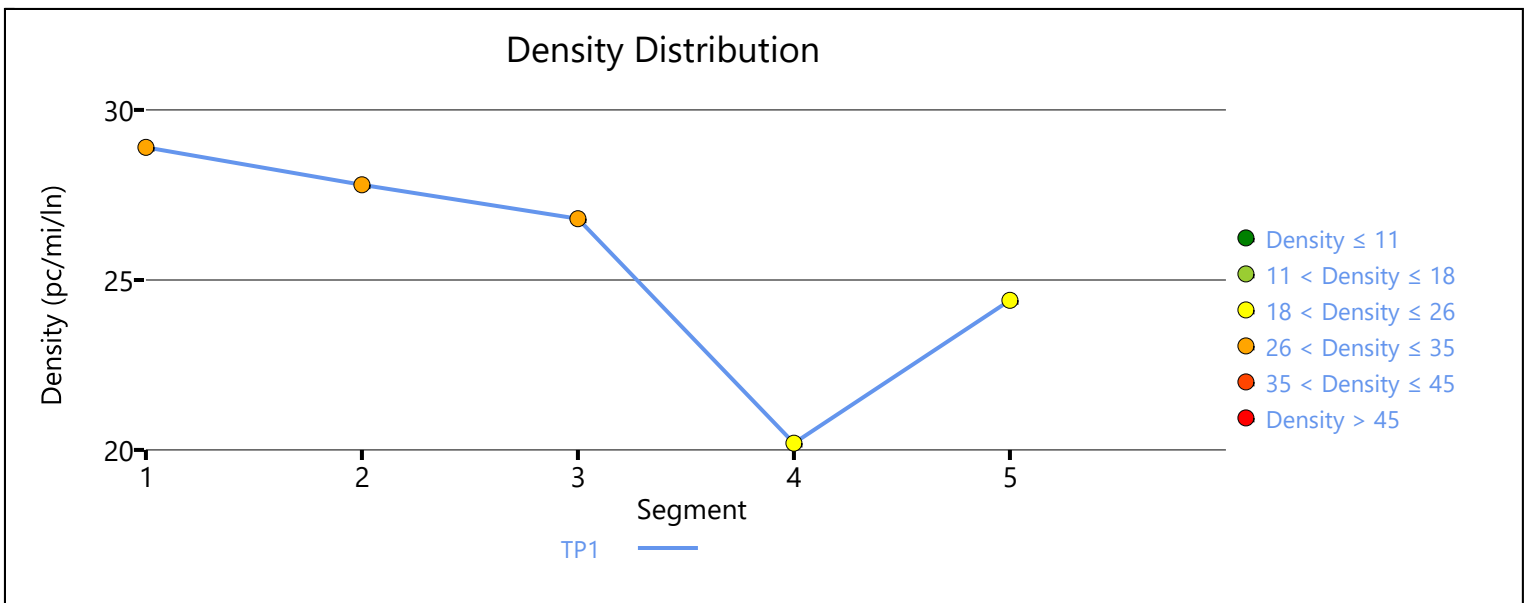
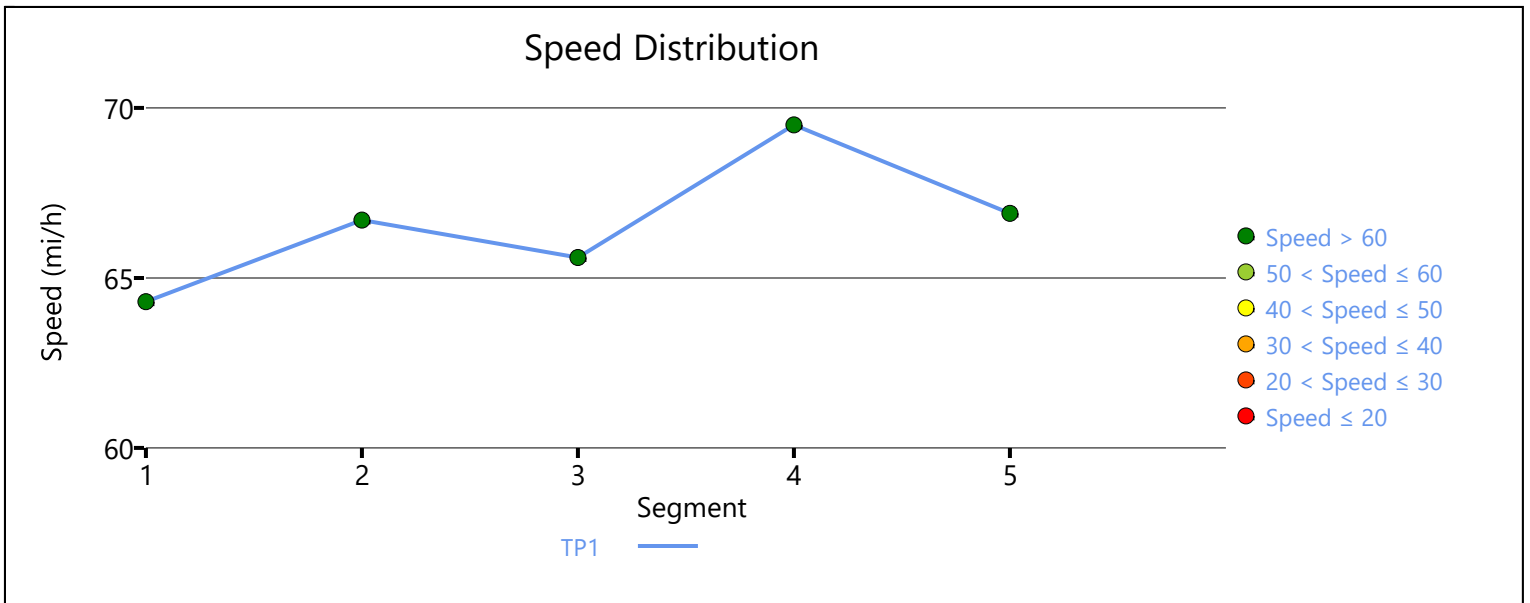
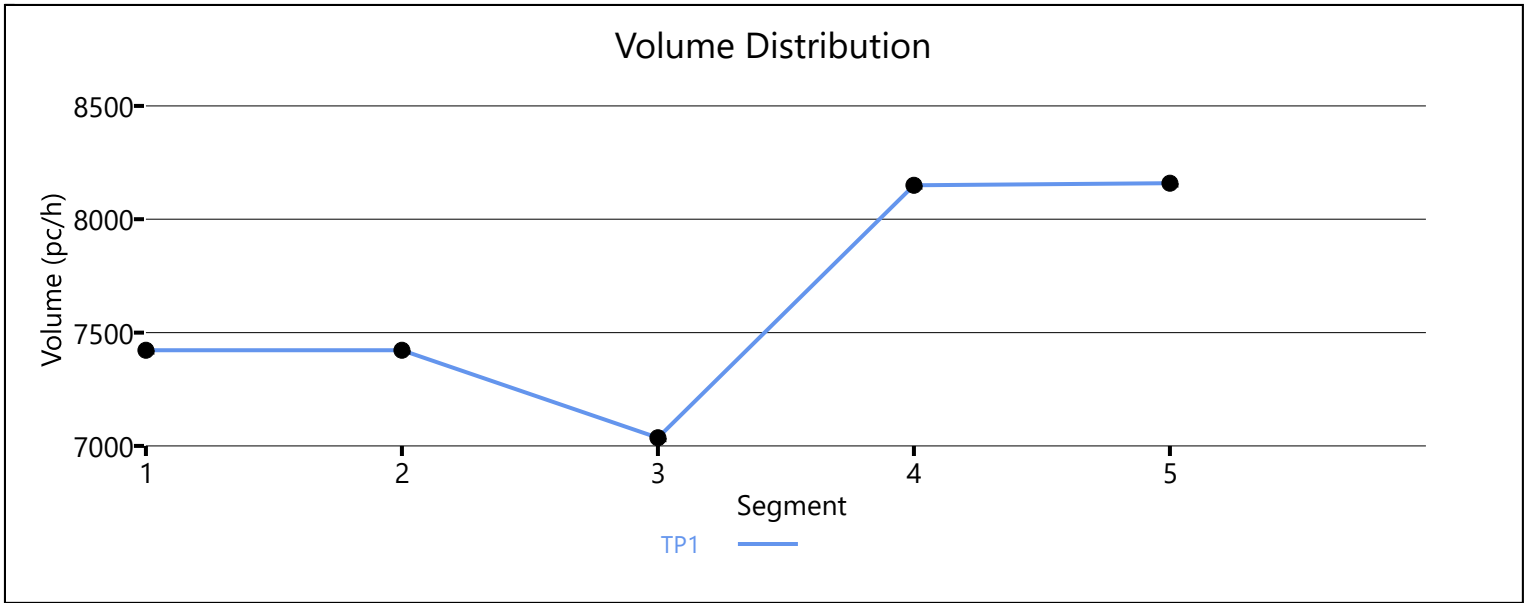
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.980	8150	1114	12000	2100	0.59	0.53	69.5	-	20.2	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		8159		11935		0.68		66.9		24.4		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	66.5	25.3	24.6	1.7	C
Facility Overall Results					
Space Mean Speed, mi/h		66.5	Density, veh/mi/ln		24.6
Average Travel Time, min		1.7	Density, pc/mi/ln		25.3



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.885		9027		9548		0.95		56.4		40.0		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.885	0.971	9027	758	9600	2100	0.94	0.36	65.4	59.8	34.5	38.6	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.877		8271		9548		0.87		60.6		34.1		D

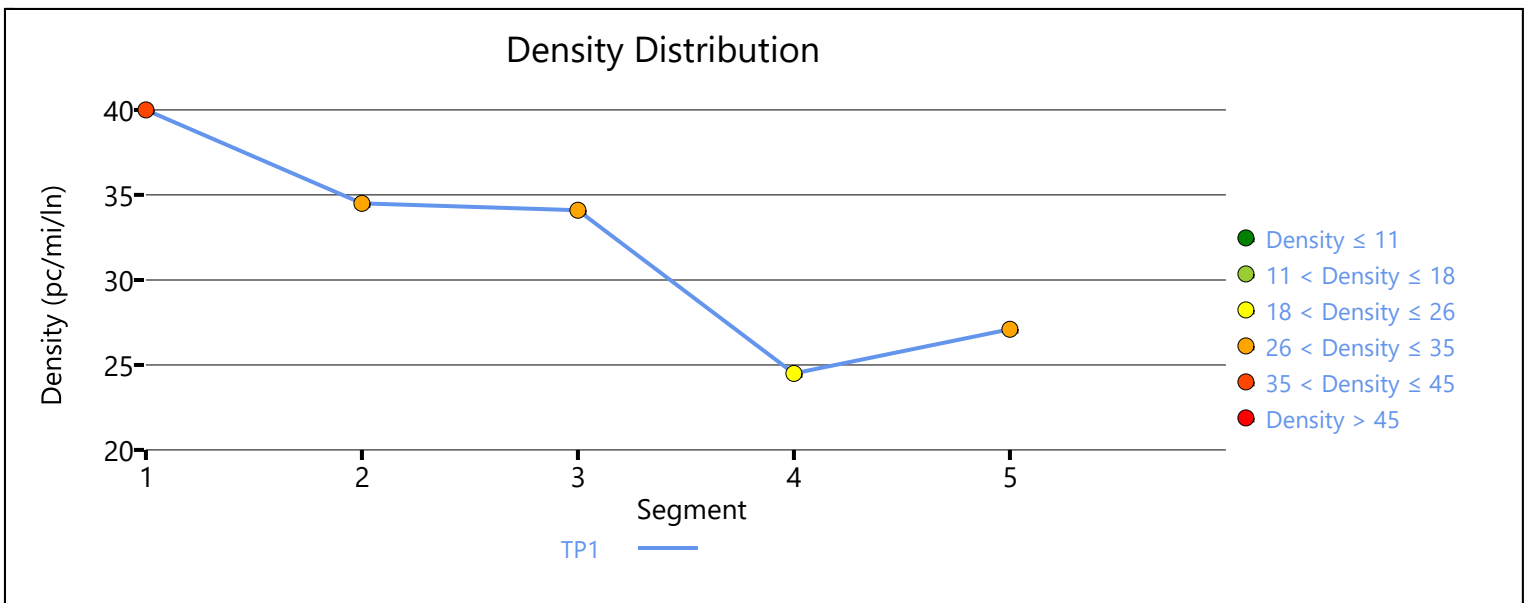
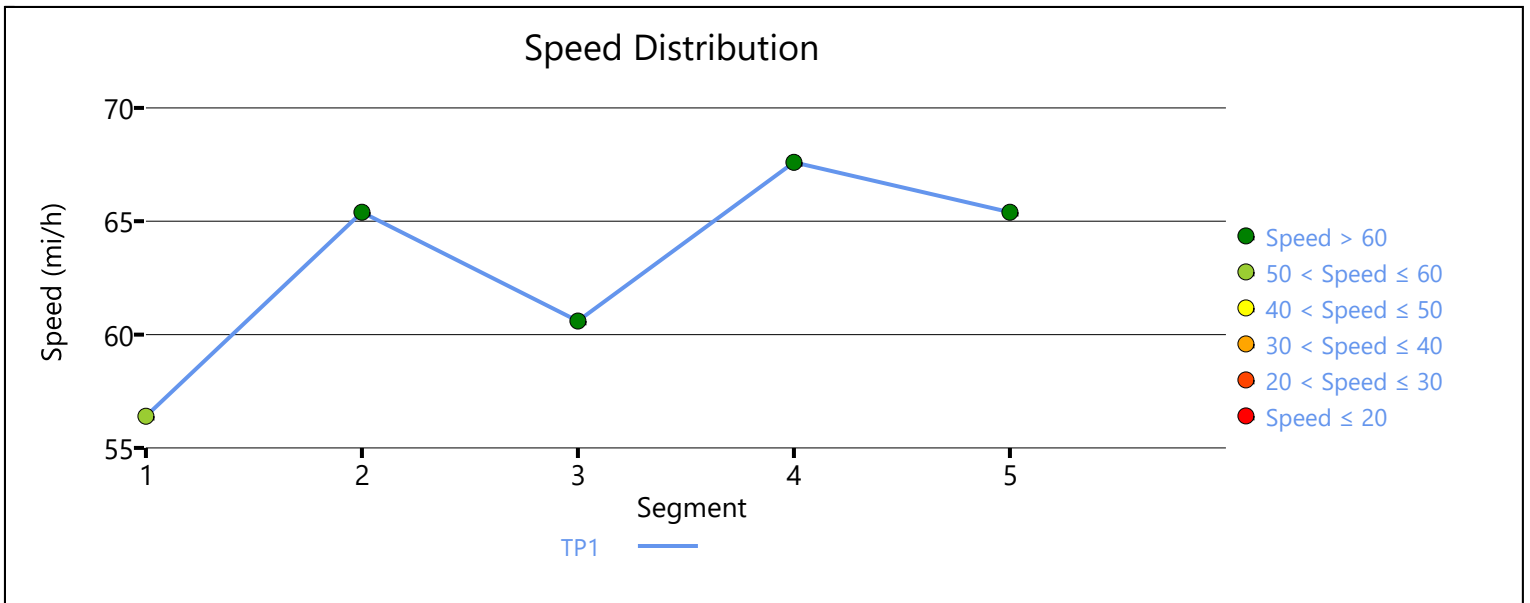
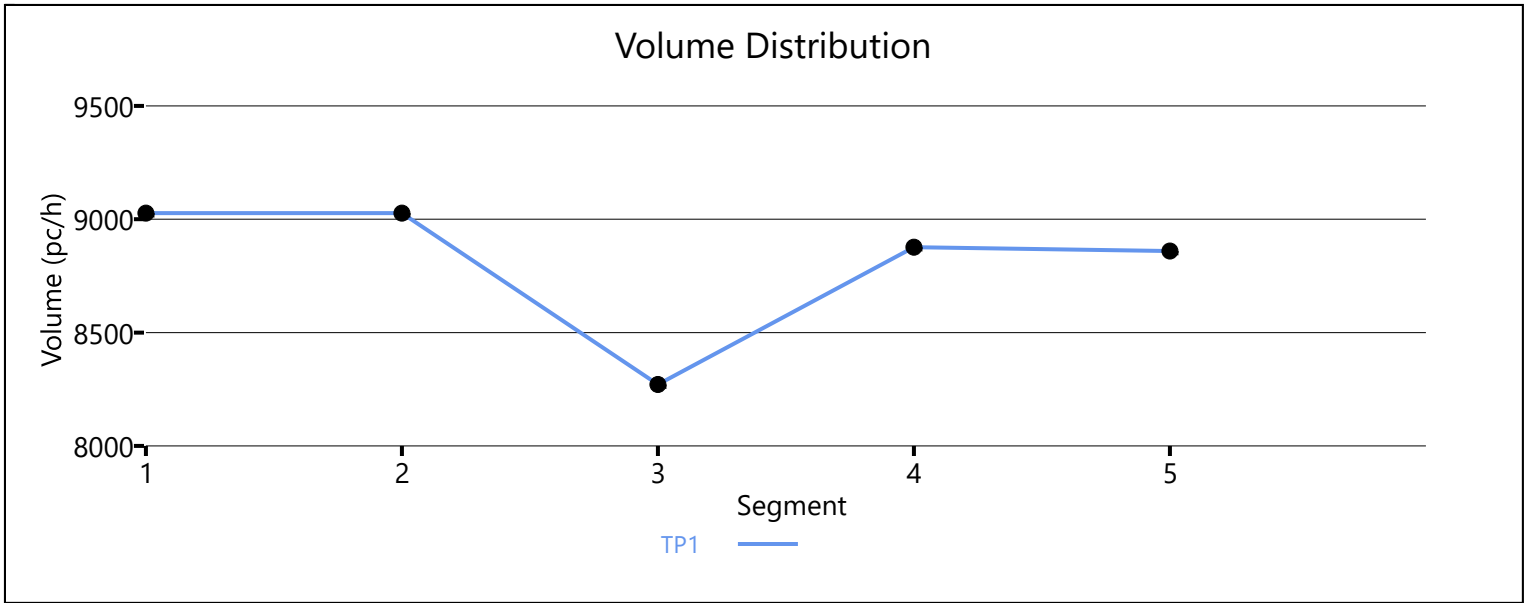
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.971	8877	606	12000	2100	0.69	0.29	67.6	-	24.5	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.885		8860		11935		0.74		65.4		27.1		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.4	33.1	29.2	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		61.4	Density, veh/mi/ln		29.2
Average Travel Time, min		1.7	Density, pc/mi/ln		33.1



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		9044		9548		0.95		56.3		40.2		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.862	9044	346	9600	2100	0.94	0.16	66.0	60.8	34.3	35.9	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		8640		9548		0.90		58.7		36.8		E

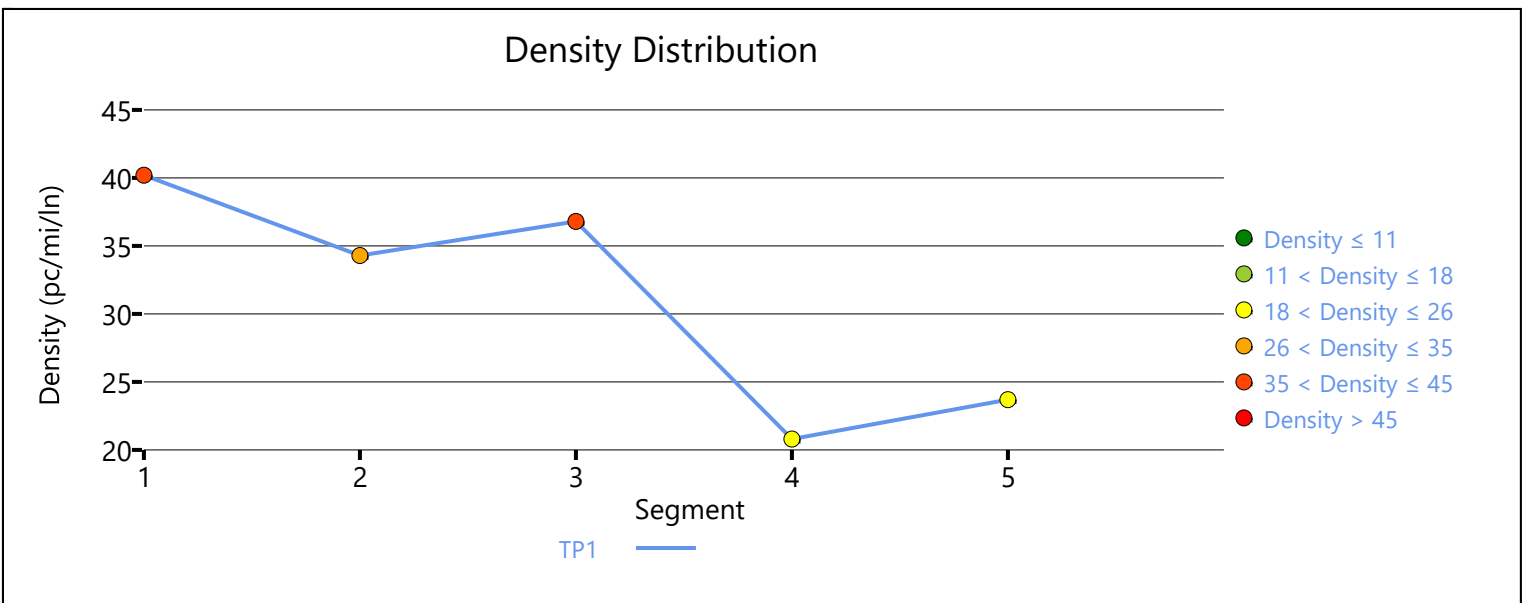
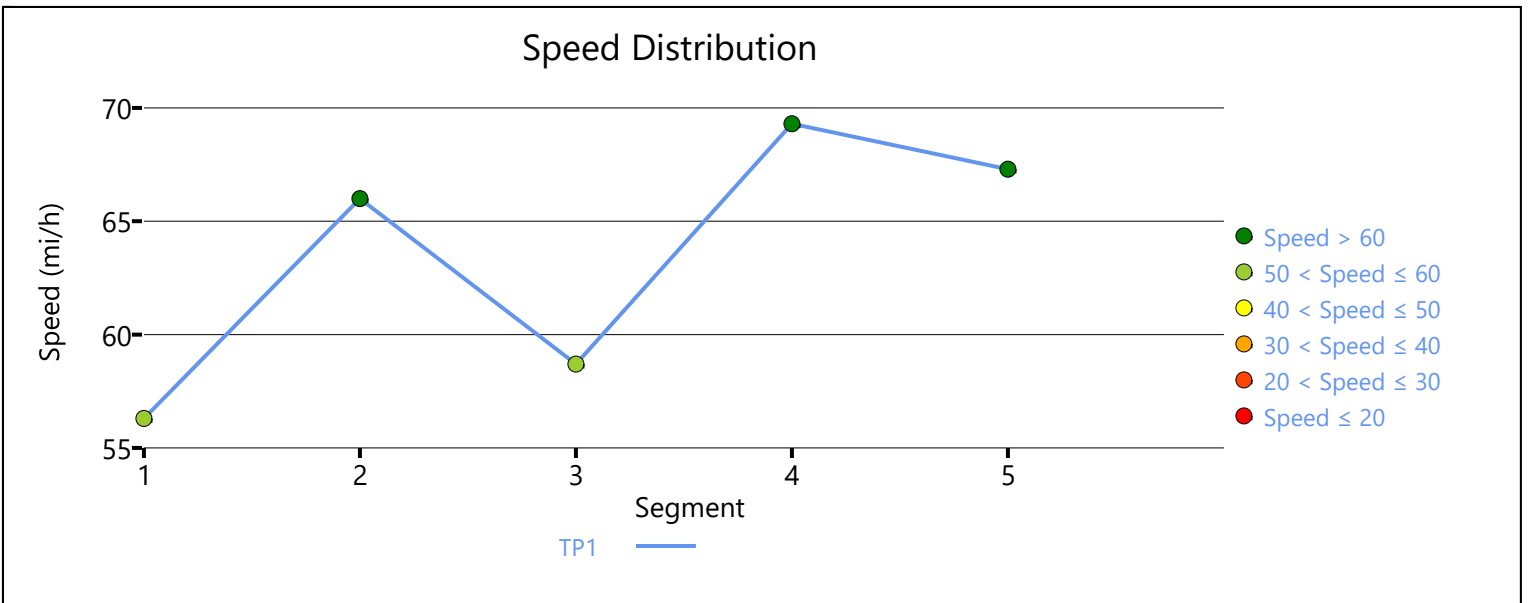
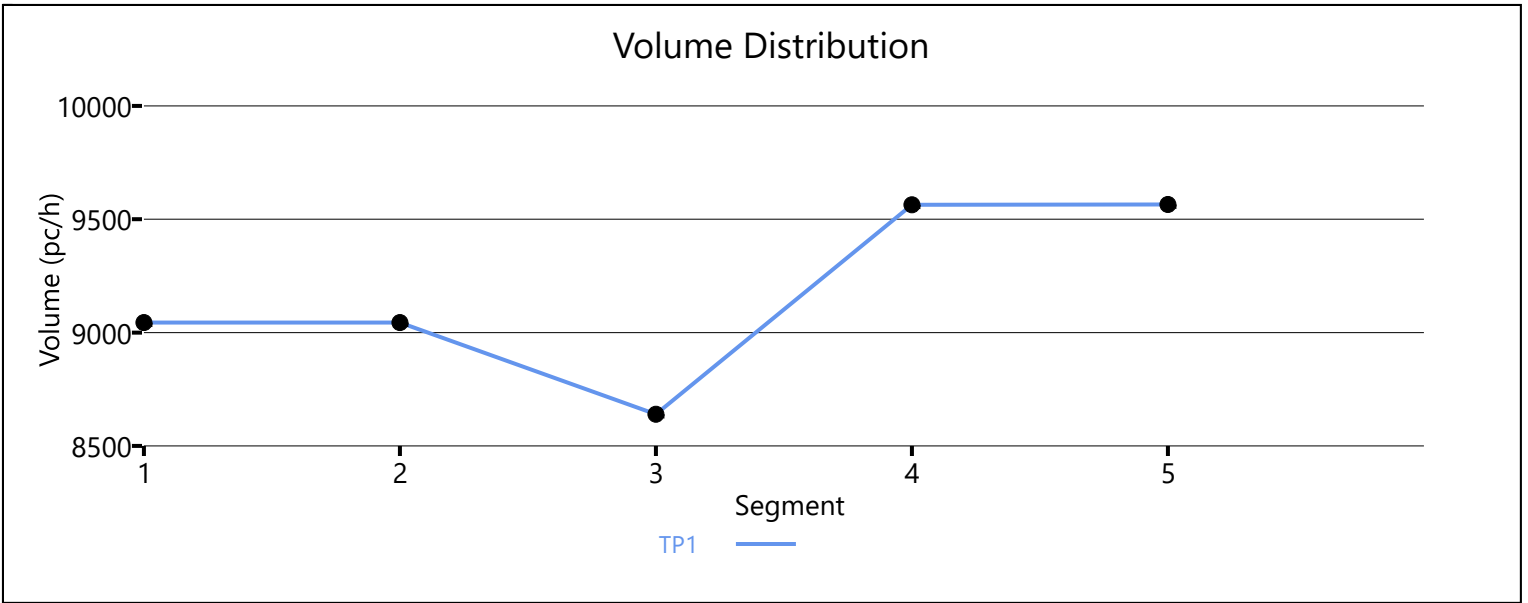
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.962	9564	924	14400	2100	0.60	0.44	69.3	-	20.8	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		9565		14322		0.67		67.3		23.7		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.2	29.4	28.1	1.5	D
Facility Overall Results					
Space Mean Speed, mi/h		63.2	Density, veh/mi/ln		28.1
Average Travel Time, min		1.5	Density, pc/mi/ln		29.4



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) Without Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.901		12712		14322		0.89		59.6		35.6		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.901	0.971	12712	1232	14400	2100	0.88	0.59	64.3	58.5	32.9	42.4	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.893		11485		14322		0.80		63.4		30.2		D

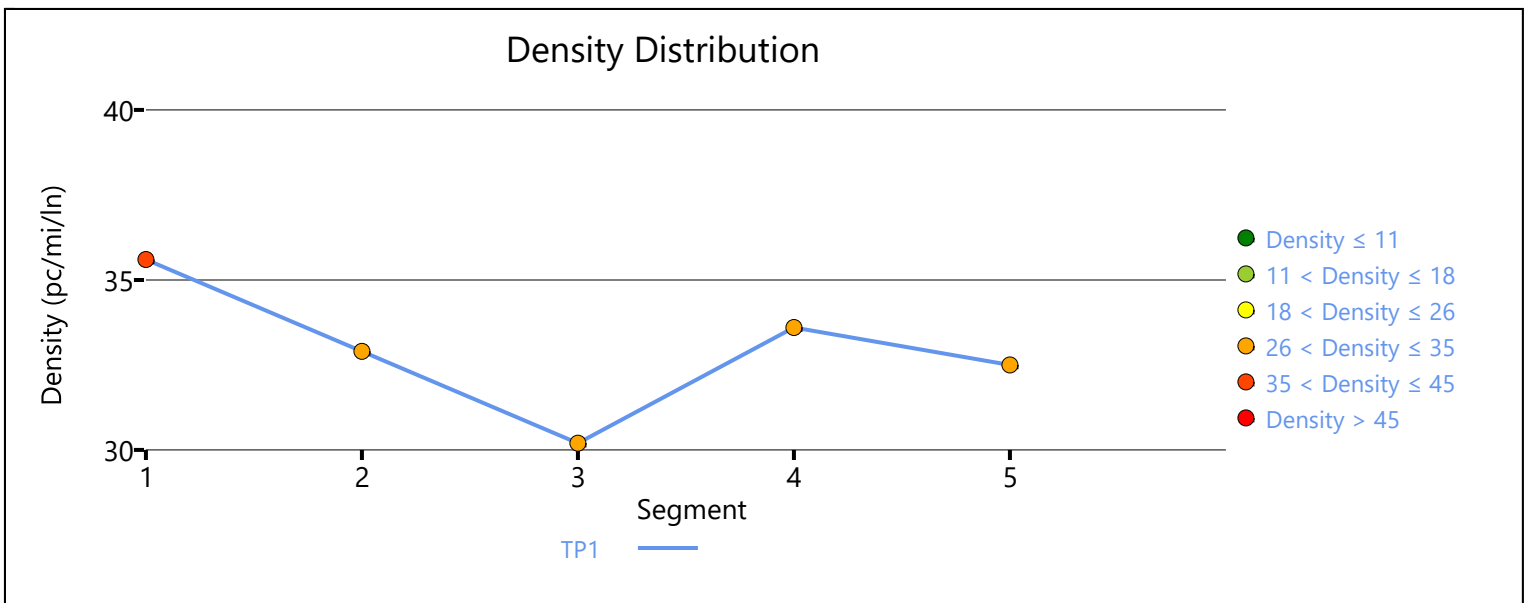
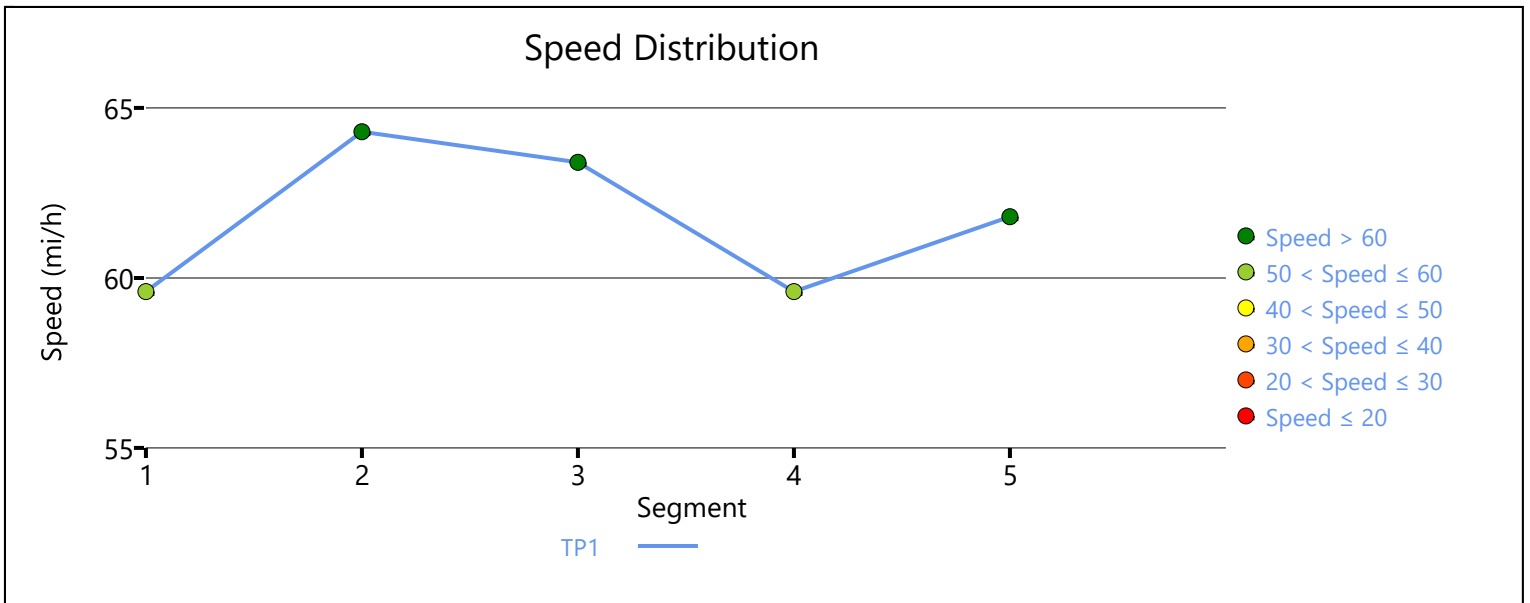
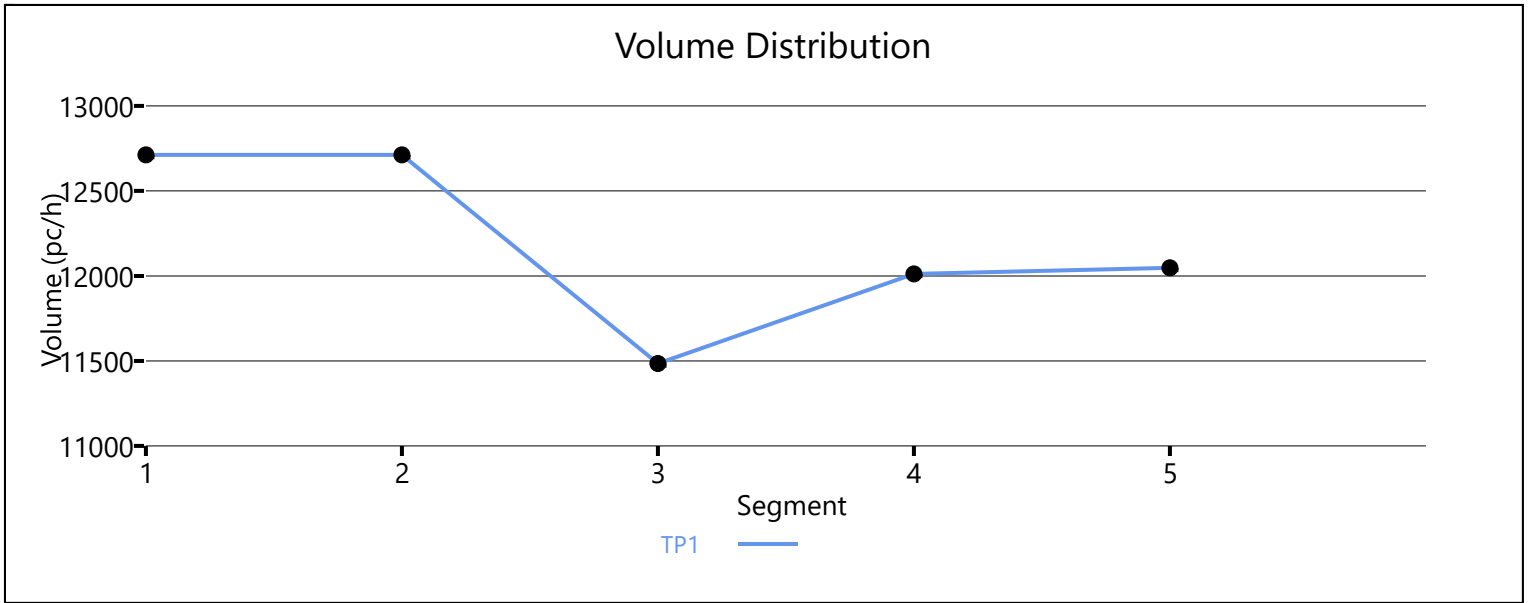
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.893	0.952	12012	527	14400	2100	0.83	0.25	59.6	57.0	33.6	31.9	D

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.893		12048		14322		0.84		61.8		32.5		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.6	33.0	29.6	1.8	D
Facility Overall Results					
Space Mean Speed, mi/h		61.6	Density, veh/mi/ln		29.6
Average Travel Time, min		1.8	Density, pc/mi/ln		33.0



APPENDIX 5.8:
OPENING YEAR CUMULATIVE (2022) WITH PROJECT FREEWAY FACILITY ANALYSIS
WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	jb	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		7971		9548		0.83		62.0		32.1		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	7971	698	9600	2100	0.83	0.33	65.9	59.9	30.2	34.0	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		7258		9548		0.76		64.9		28.0		D

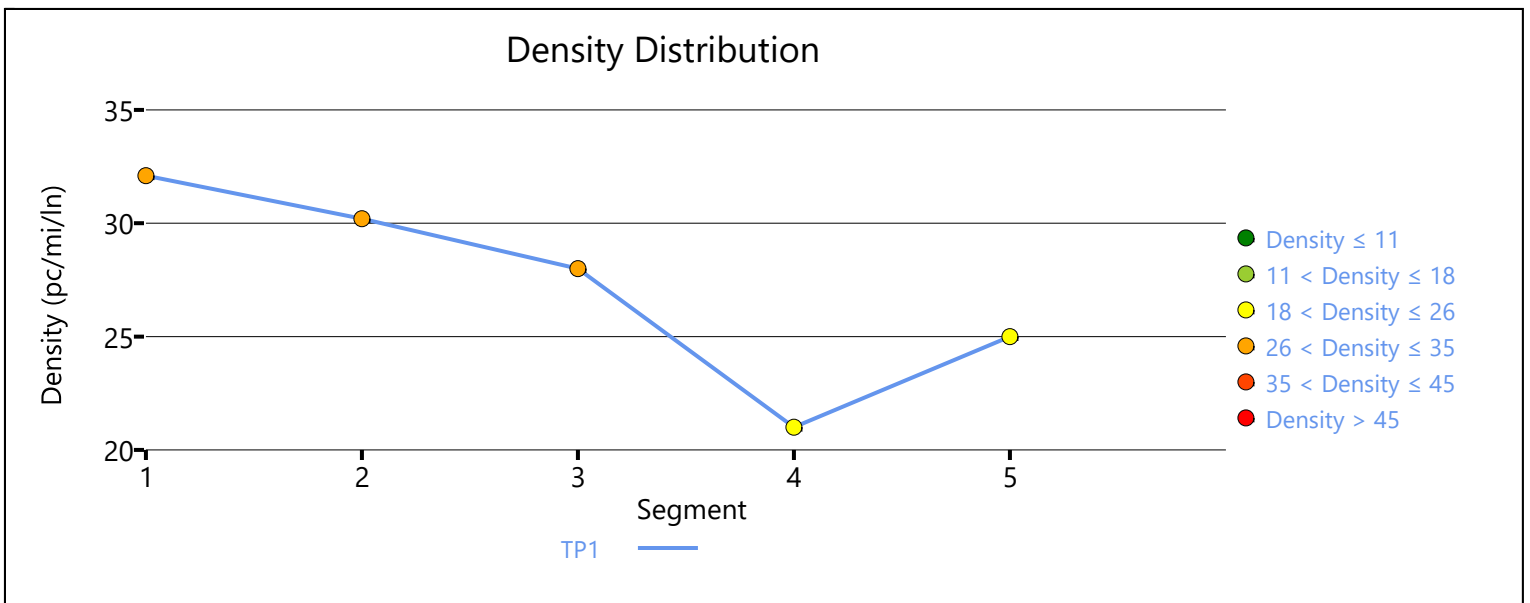
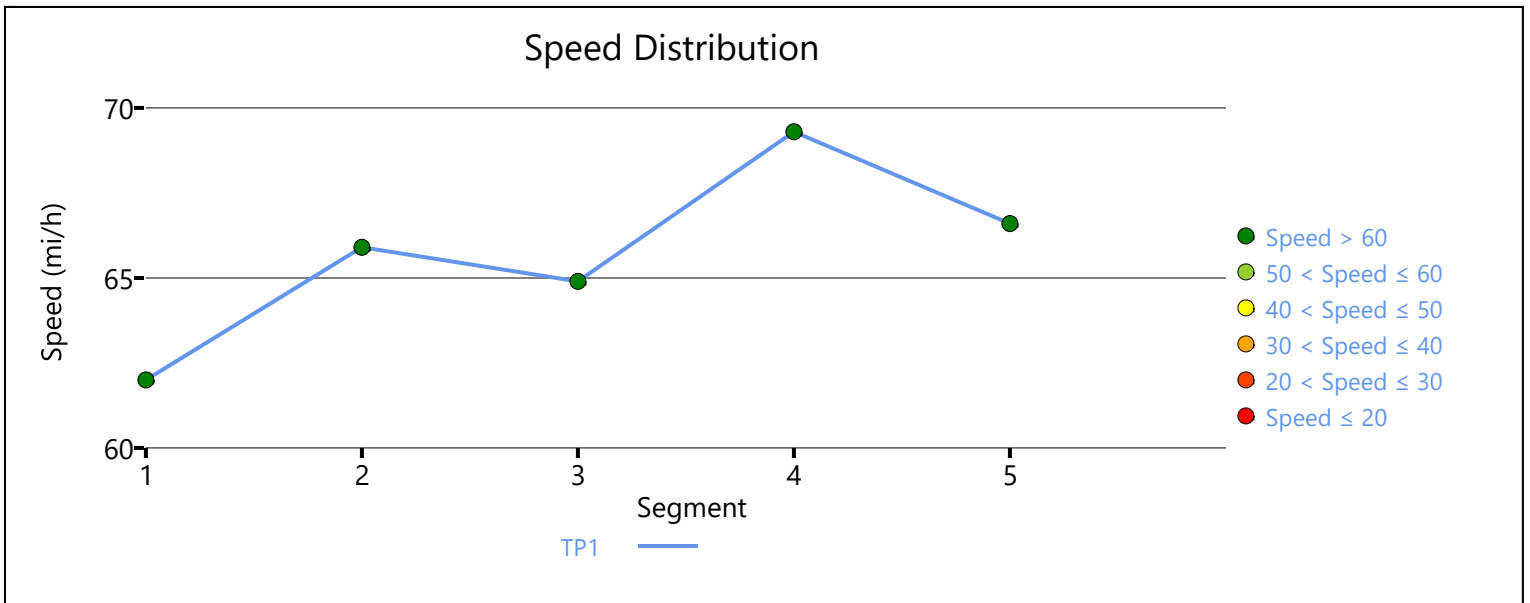
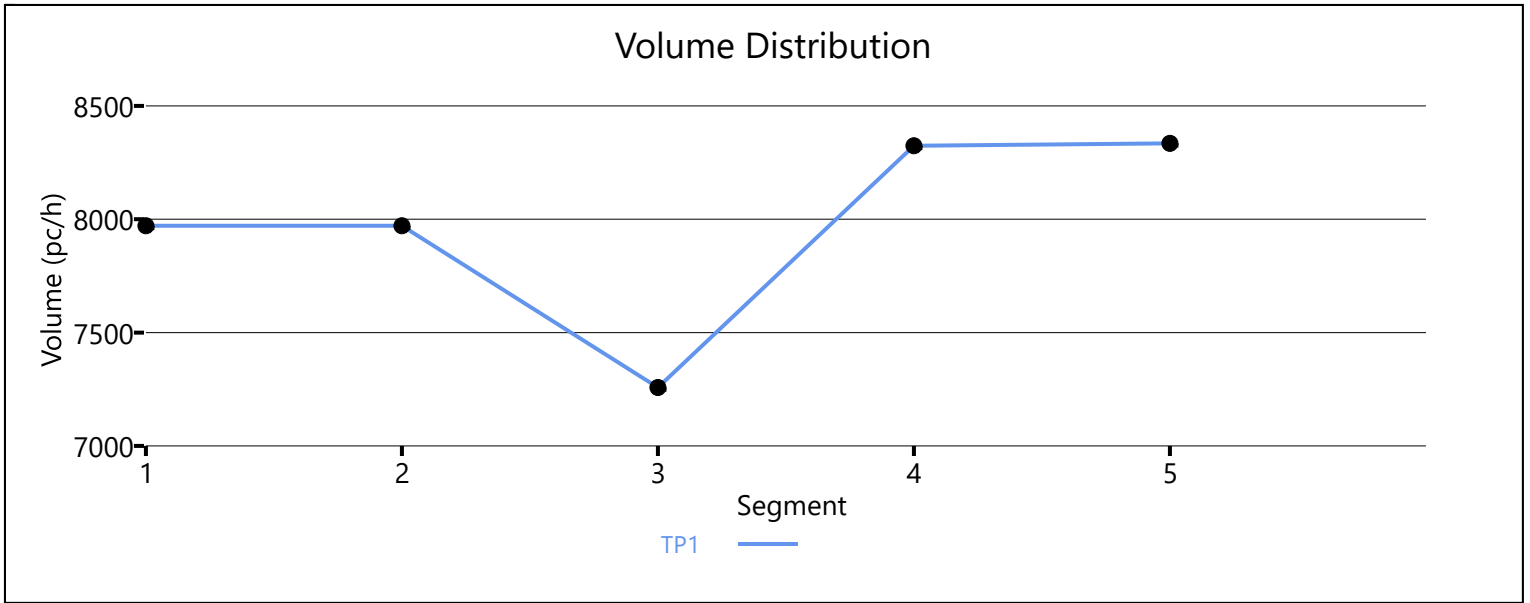
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	8324	1066	12000	2100	0.60	0.51	69.3	-	21.0	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		8335		11935		0.70		66.6		25.0		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.6	26.8	25.3	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		65.6	Density, veh/mi/ln		25.3
Average Travel Time, min		1.7	Density, pc/mi/ln		26.8



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		8887		9548		0.93		57.3		38.8		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.926	8887	747	9600	2100	0.93	0.36	65.4	59.8	34.0	38.0	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		8140		9548		0.85		61.2		33.3		D

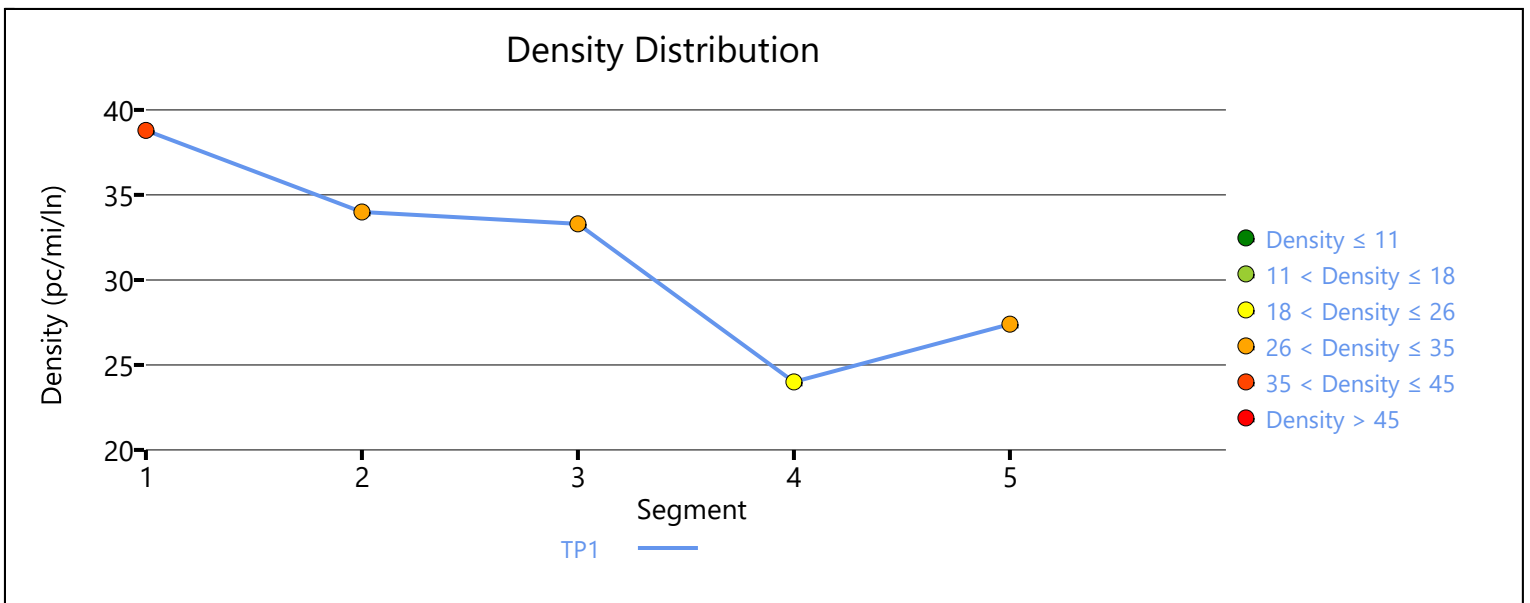
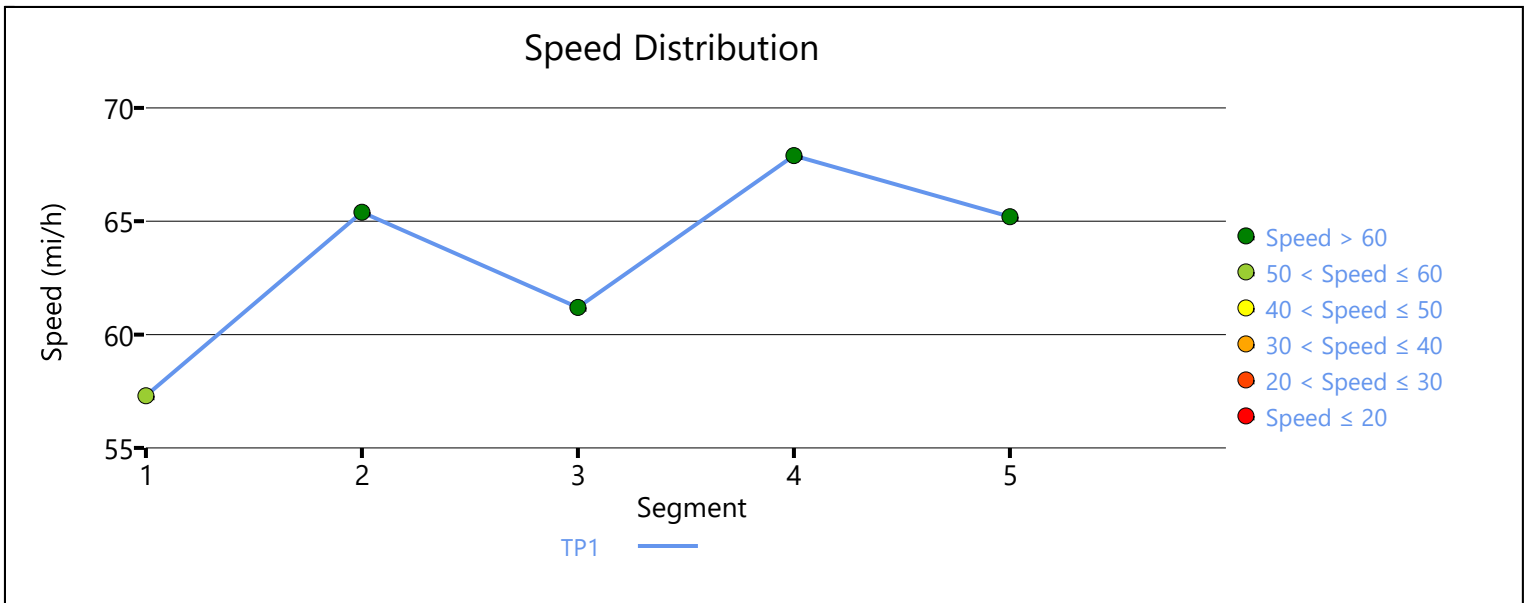
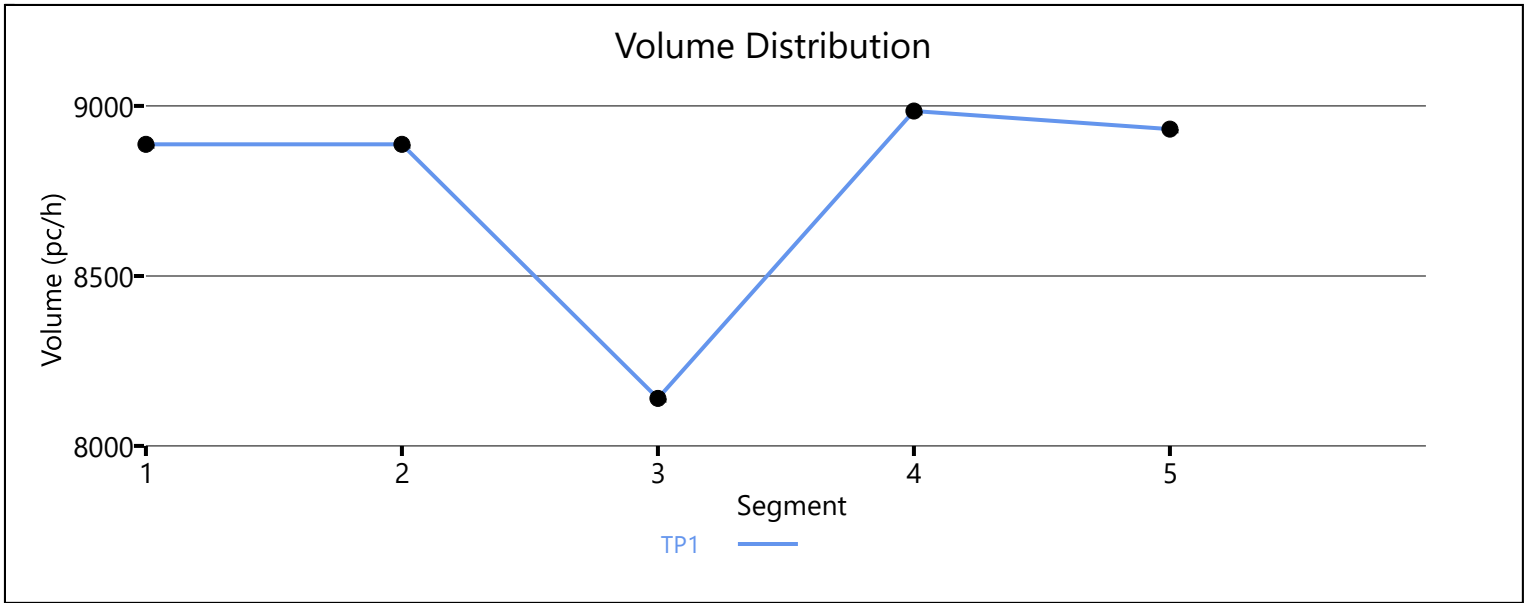
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.962	8985	845	12000	2100	0.68	0.40	67.9	-	24.0	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		8932		11935		0.75		65.2		27.4		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.9	32.5	30.1	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		61.9	Density, veh/mi/ln		30.1
Average Travel Time, min		1.7	Density, pc/mi/ln		32.5



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9536		9548		1.00		53.1		44.9		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.862	9536	456	9600	2100	0.99	0.22	65.6	60.5	36.3	38.3	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9119		9548		0.96		55.9		40.8		E

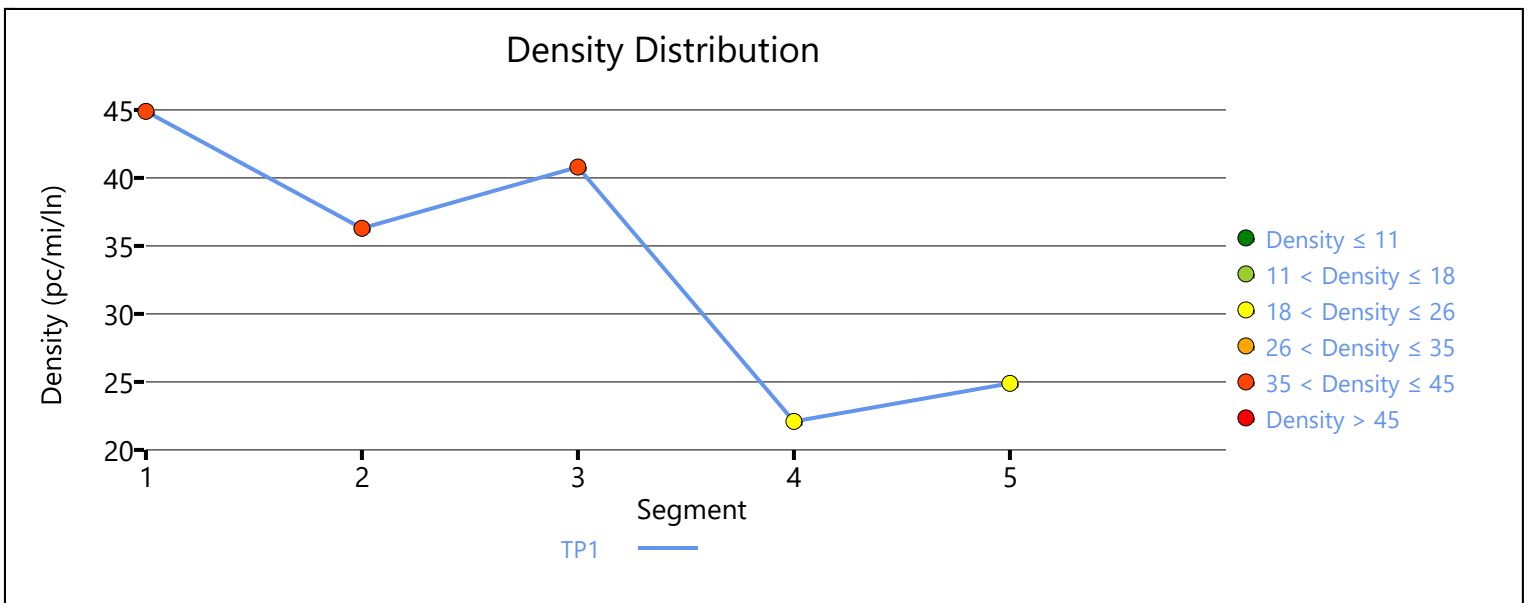
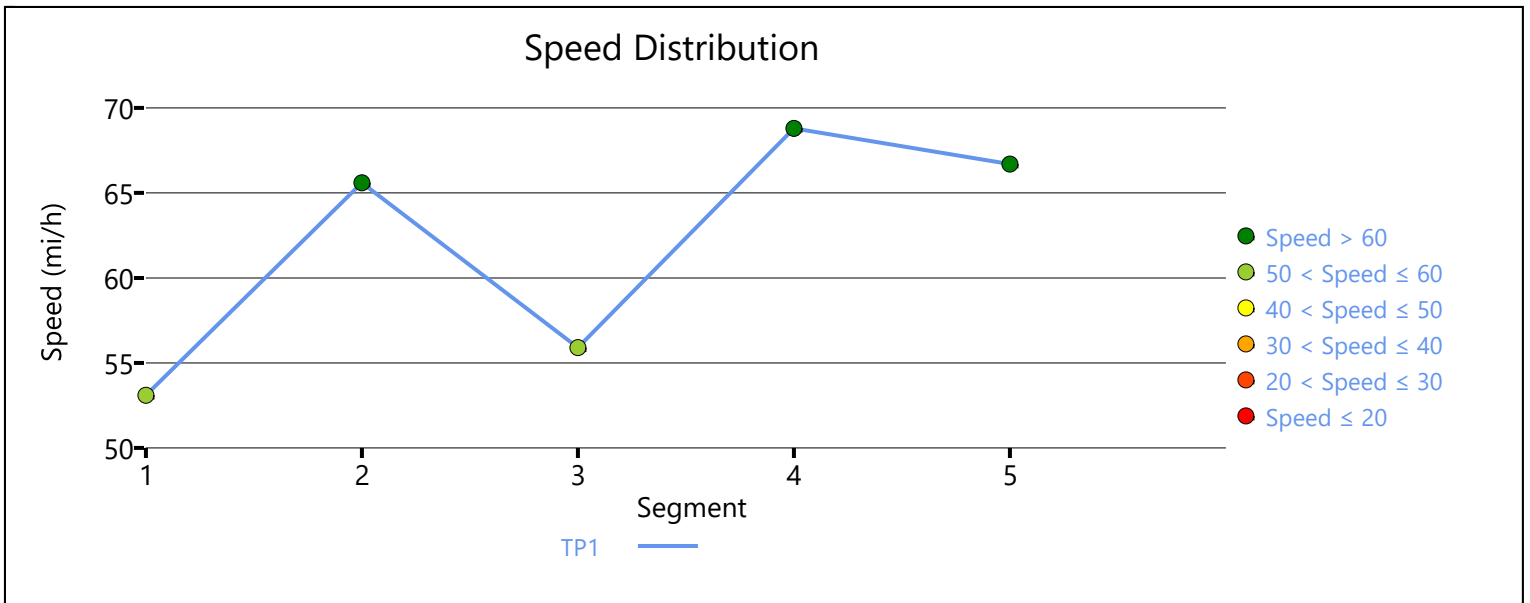
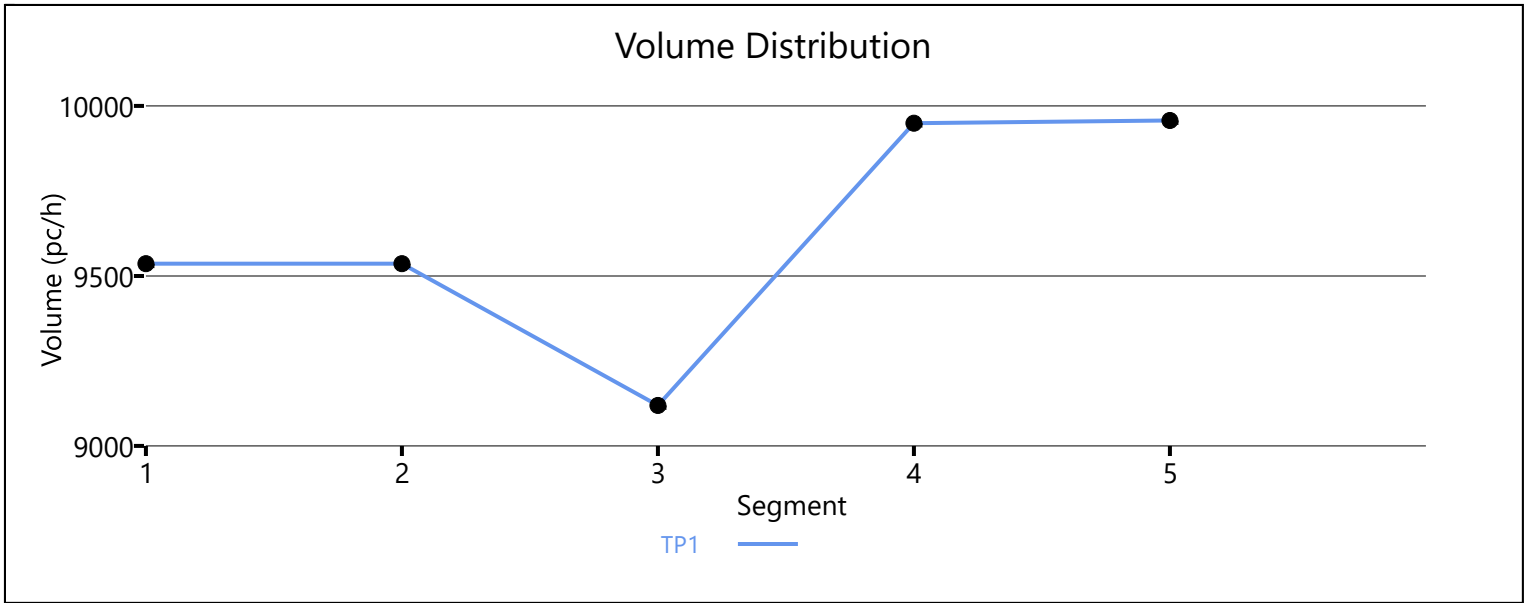
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	9949	830	14400	2100	0.63	0.40	68.8	-	22.1	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		9957		14322		0.70		66.7		24.9		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.5	31.7	29.9	1.6	D
Facility Overall Results					
Space Mean Speed, mi/h		61.5	Density, veh/mi/ln		29.9
Average Travel Time, min		1.6	Density, pc/mi/ln		31.7



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	7/15/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.877		12573		14322		0.88		60.0		34.9		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.962	12573	989	14400	2100	0.87	0.47	64.8	59.2	32.3	40.8	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.870		11580		14322		0.81		63.1		30.6		D

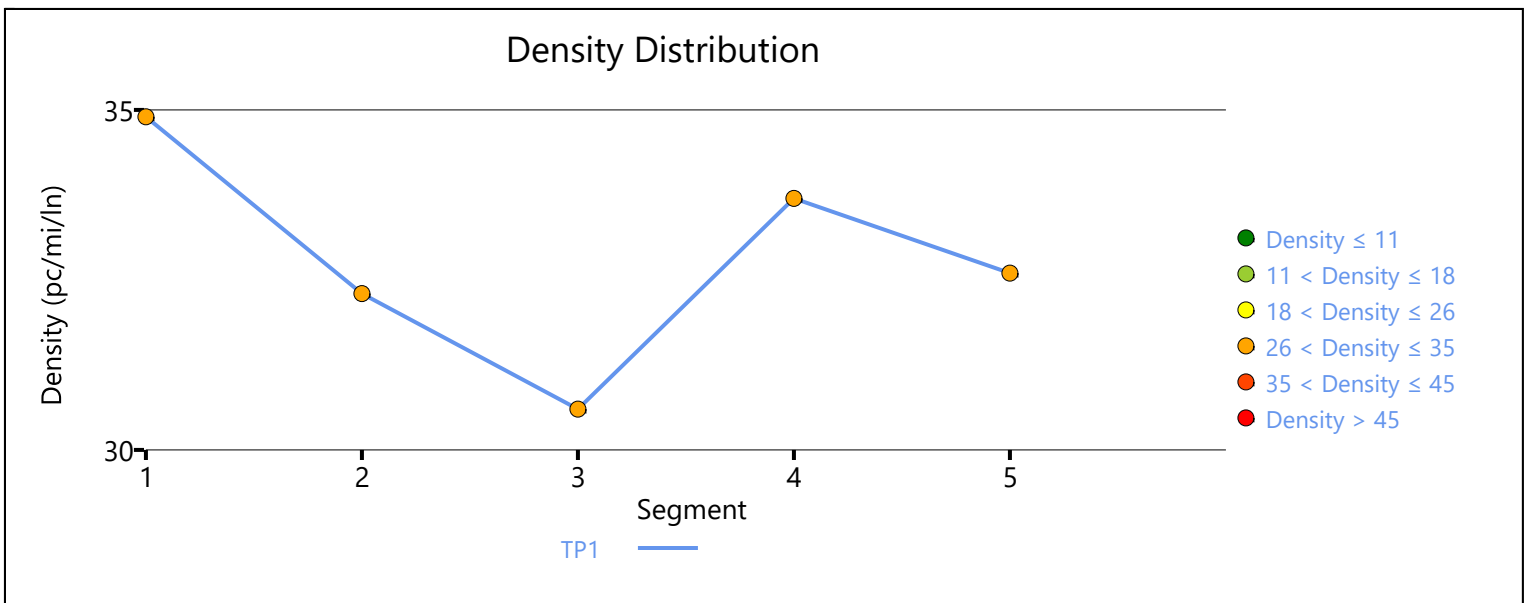
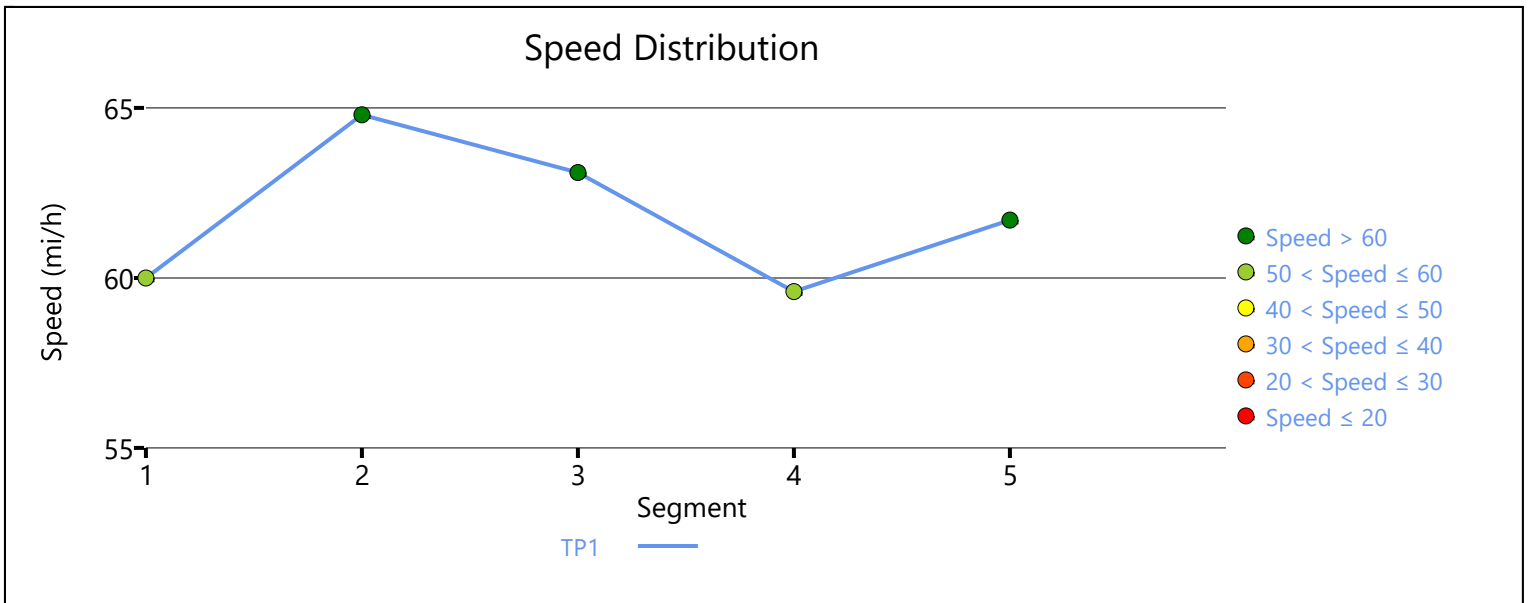
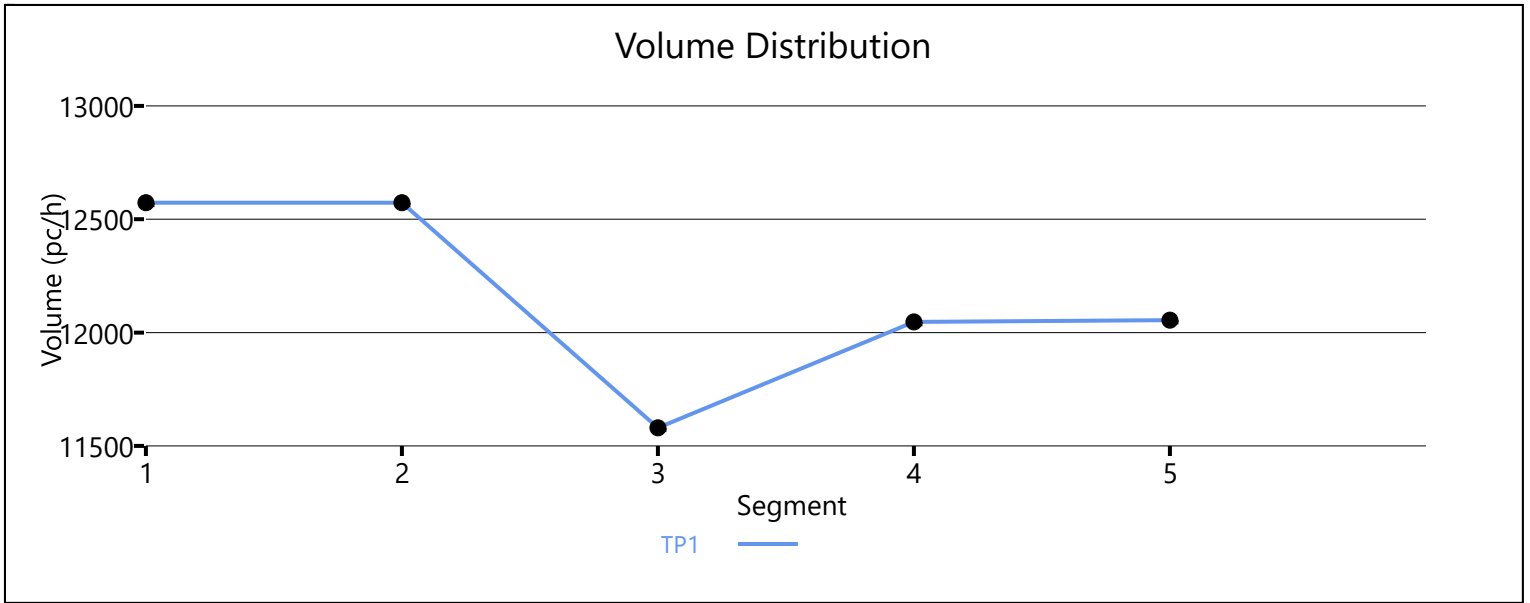
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.870	0.885	12047	467	14400	2100	0.84	0.22	59.6	57.1	33.7	31.7	D

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.870		12055		14322		0.84		61.7		32.6		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.7	32.9	28.7	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		61.7	Density, veh/mi/ln		28.7
Average Travel Time, min		1.7	Density, pc/mi/ln		32.9



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 WB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of State College	2200	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1260	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	West of State College	3450	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		7432		9548		0.78		64.2		28.9		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.943	7432	408	9600	2100	0.77	0.19	66.6	60.6	27.9	30.6	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		7036		9548		0.74		65.6		26.8		D

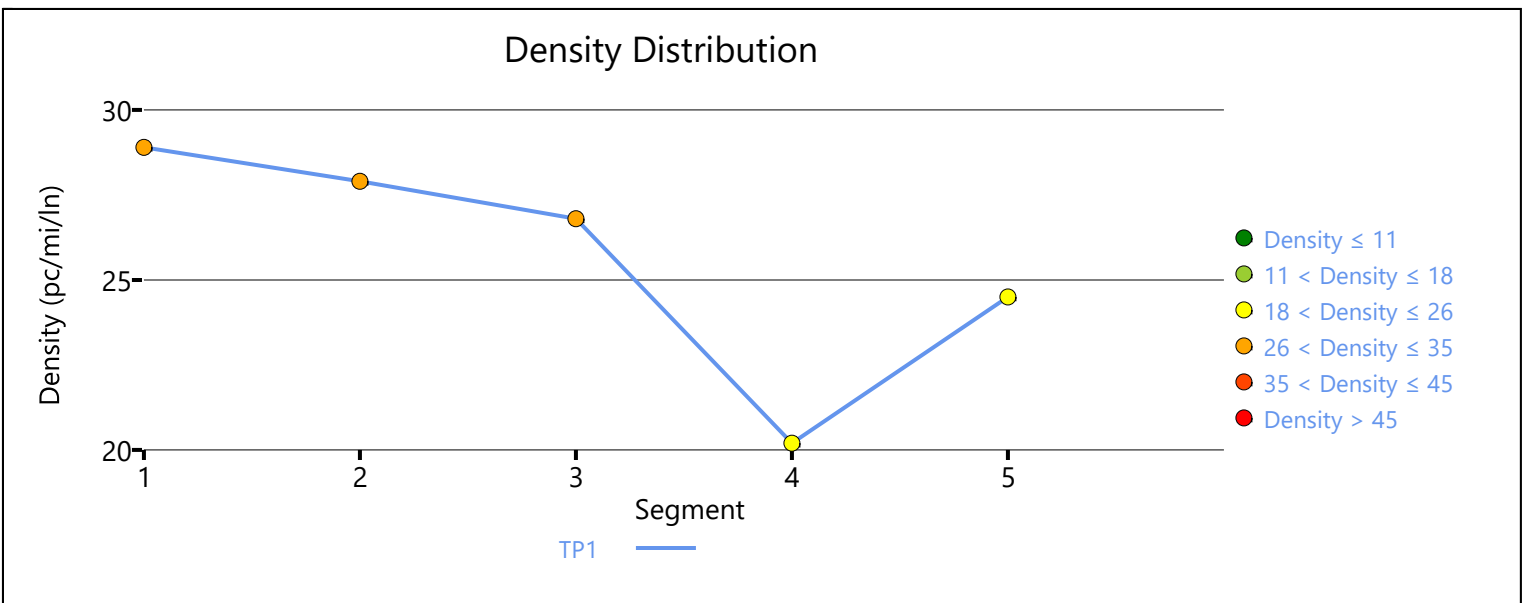
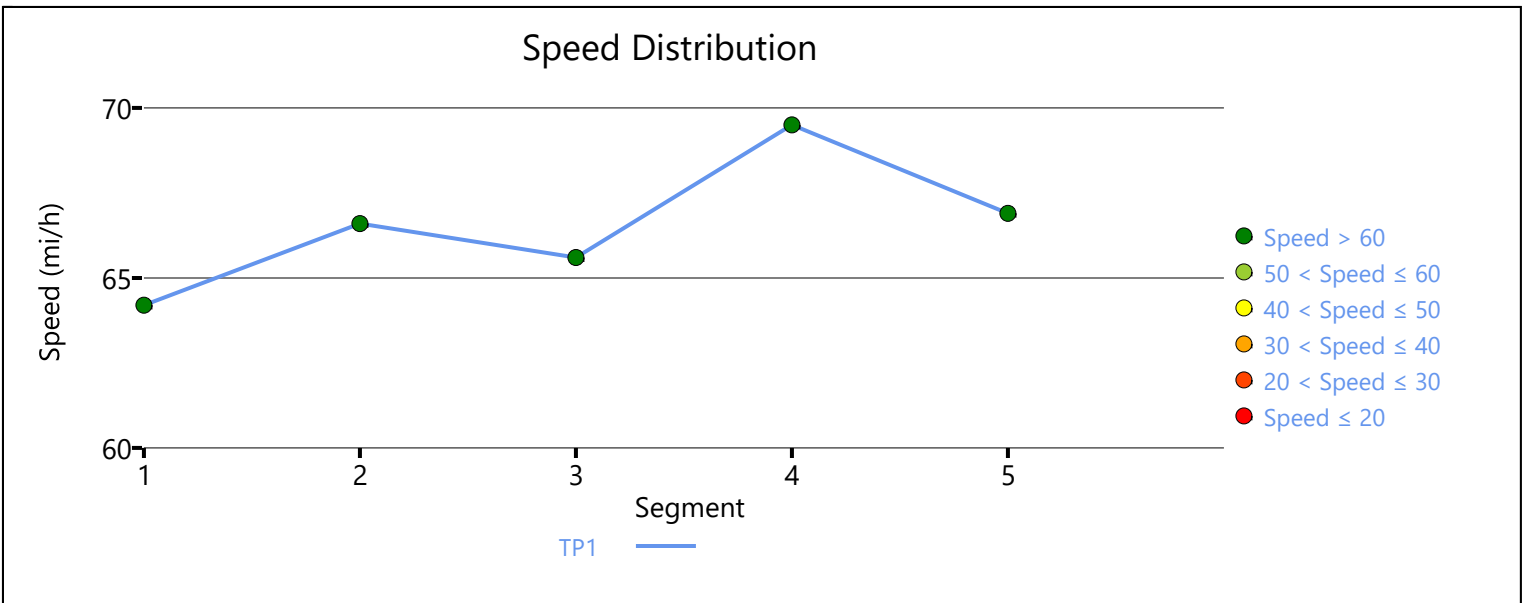
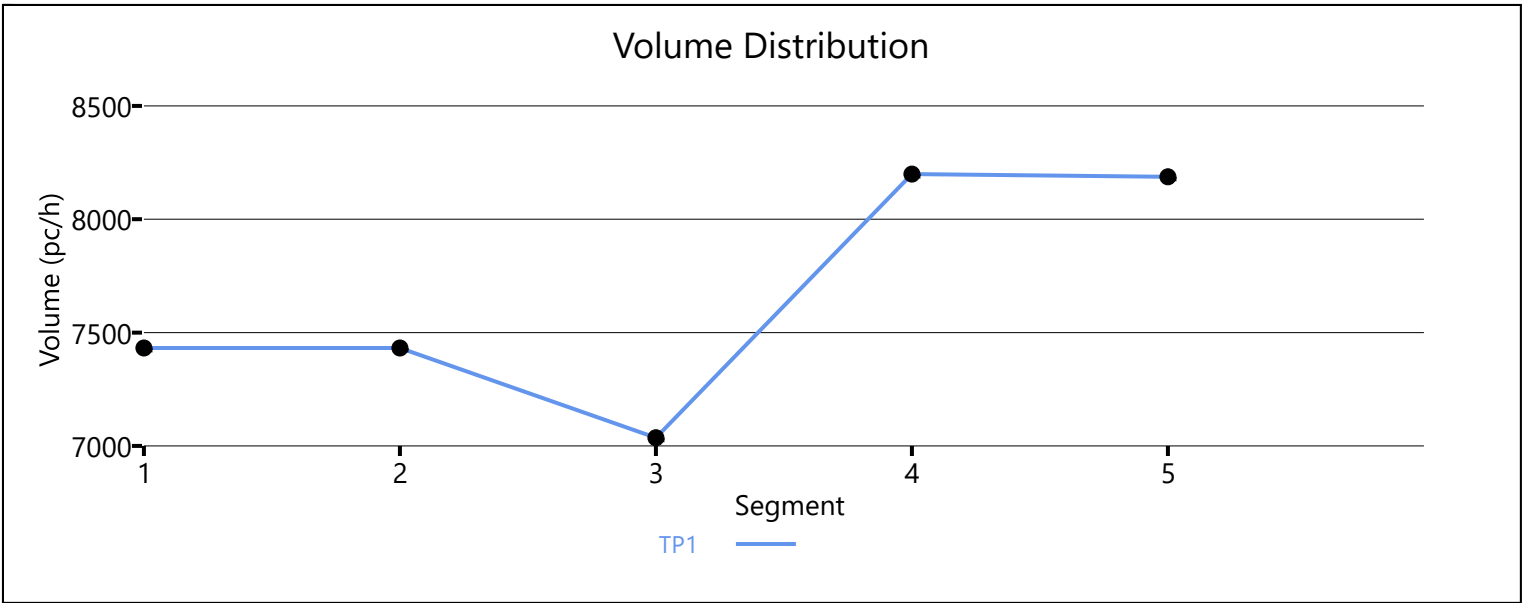
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.971	0.962	8199	1163	12000	2100	0.59	0.55	69.5	-	20.2	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.971		8187		11935		0.69		66.9		24.5		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	66.5	25.4	24.6	1.7	C
Facility Overall Results					
Space Mean Speed, mi/h		66.5	Density, veh/mi/ln		24.6
Average Travel Time, min		1.7	Density, pc/mi/ln		25.4



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-91 EB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	West of State College	3300	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	1700	4
4	Merge	Basic	On-Ramp	1500	5
5	Basic	Basic	East of State College	1400	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.885		9038		9548		0.95		56.4		40.1		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.885	0.962	9038	775	9600	2100	0.94	0.37	65.3	59.7	34.6	38.8	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.877		8271		9548		0.87		60.6		34.1		D

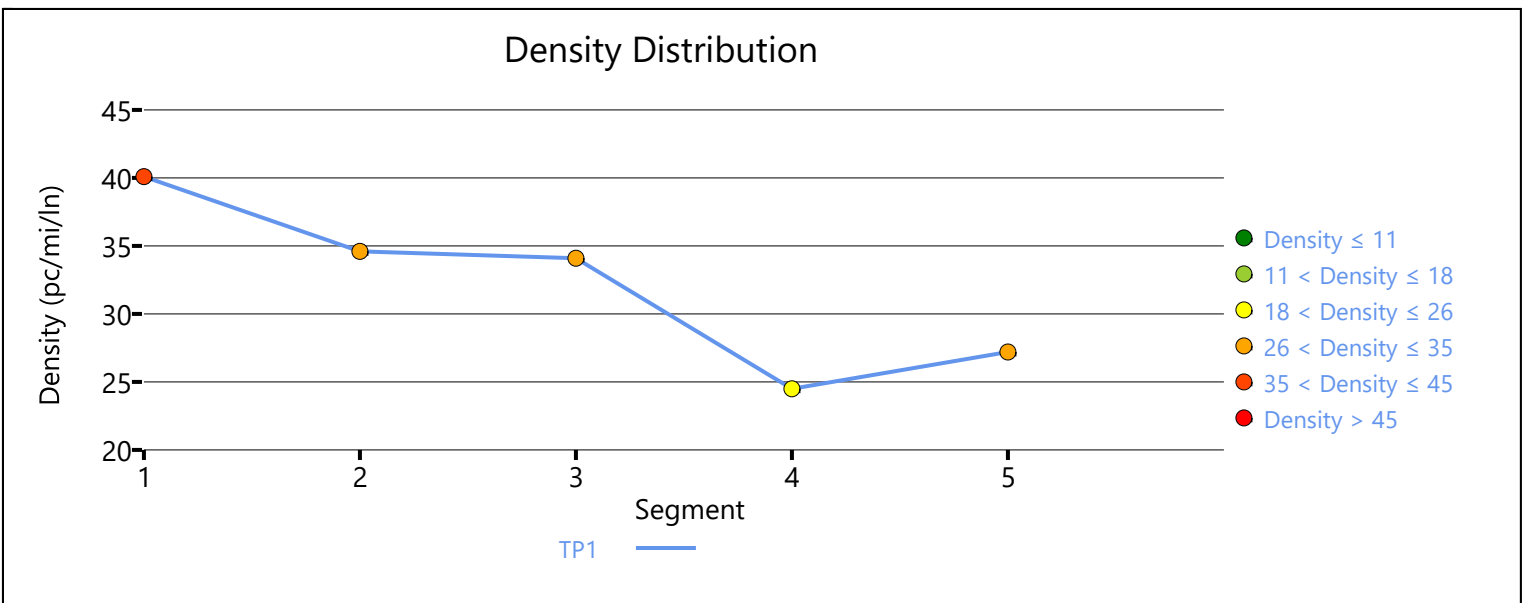
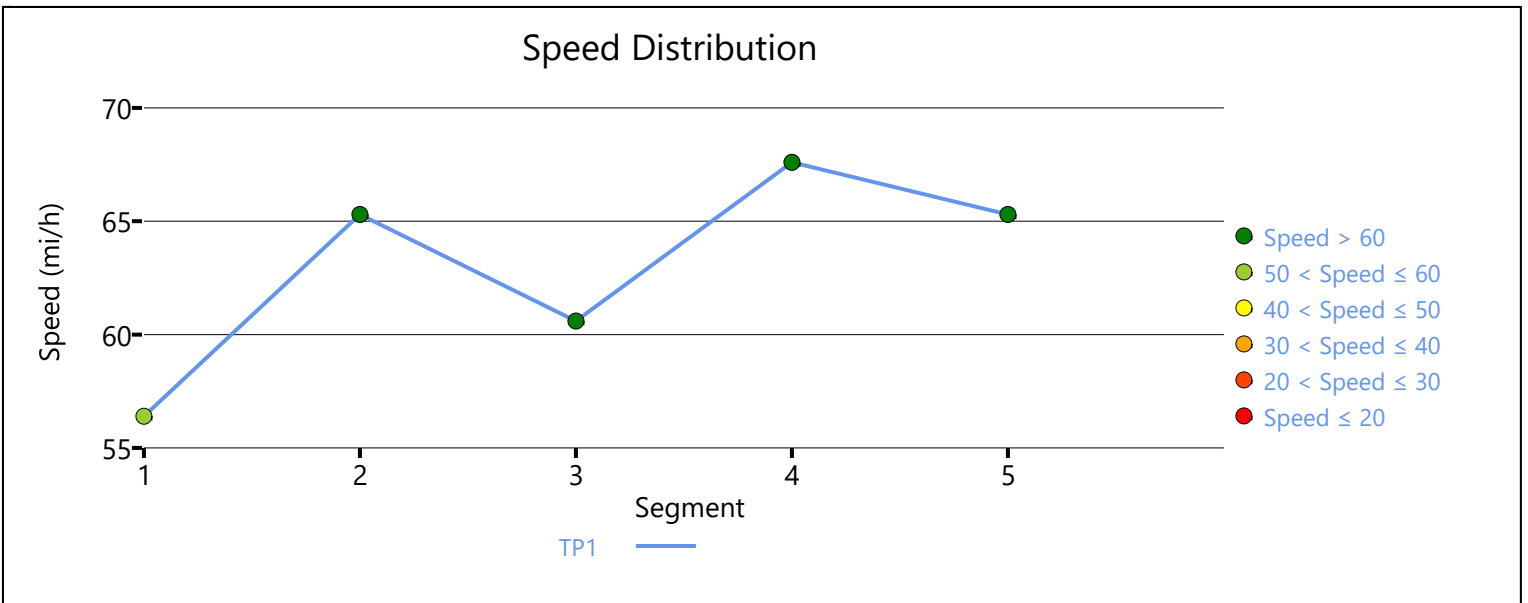
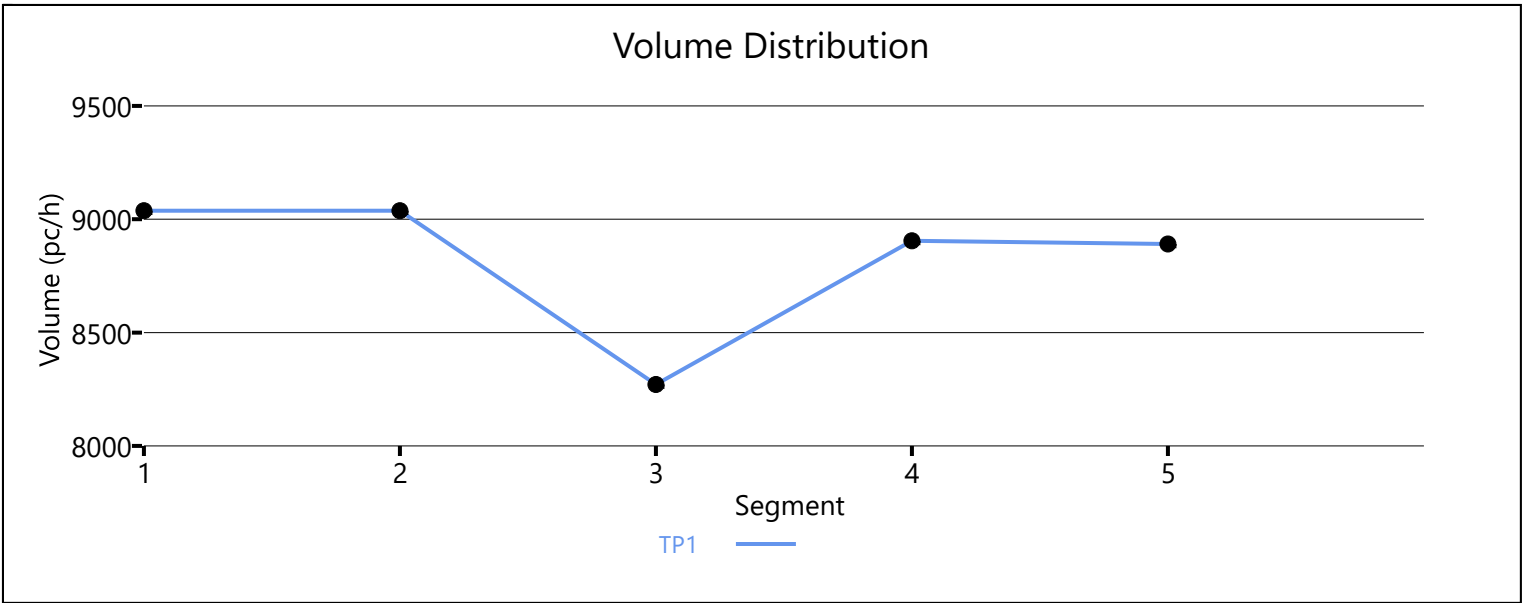
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.877	0.971	8905	634	12000	2100	0.69	0.30	67.6	-	24.5	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.885		8891		11935		0.74		65.3		27.2		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.4	33.2	29.3	1.7	D
Facility Overall Results					
Space Mean Speed, mi/h		61.4	Density, veh/mi/ln		29.3
Average Travel Time, min		1.7	Density, pc/mi/ln		33.2



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Orangethorpe	2445	4
2	Diverge	Diverge	Off-Ramp	1500	4
3	Basic	Basic	Between	750	4
4	Merge	Basic	On-Ramp	1500	6
5	Basic	Basic	South of Orangethorpe	2350	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		9052		9548		0.95		56.3		40.2		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.862	9052	354	9600	2100	0.94	0.17	66.0	60.8	34.3	35.9	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		8640		9548		0.90		58.7		36.8		E

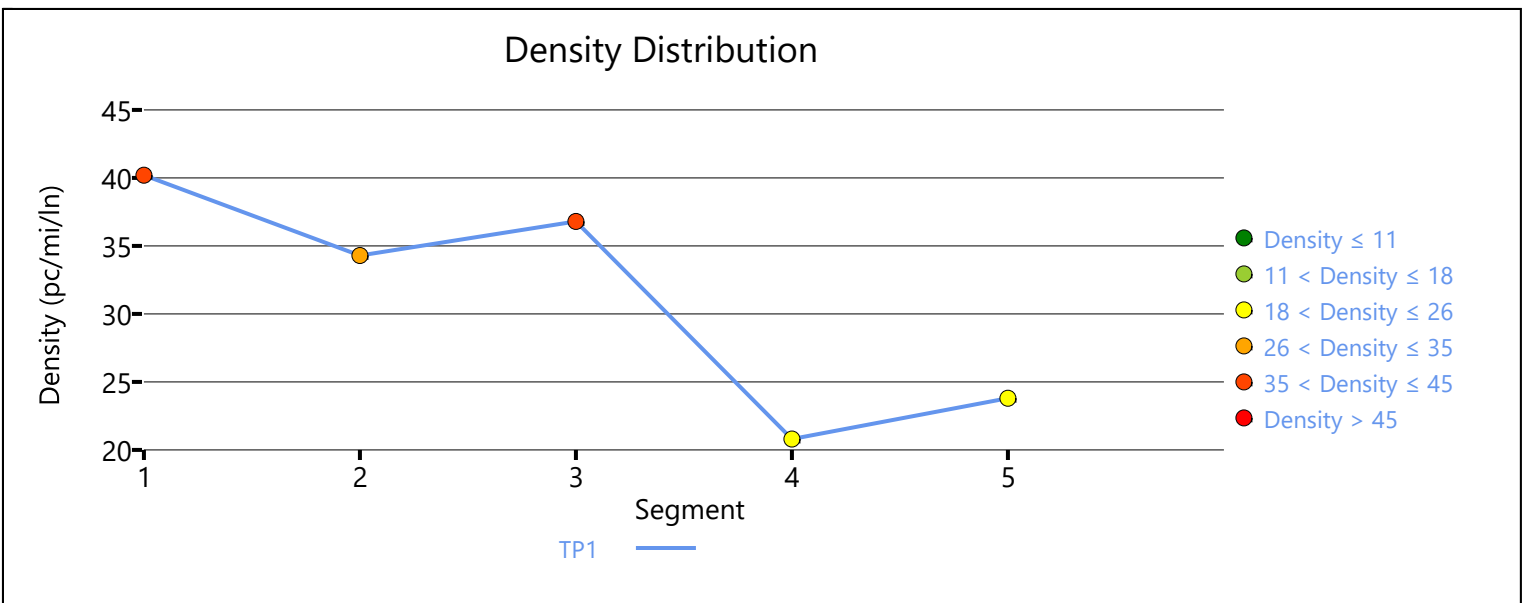
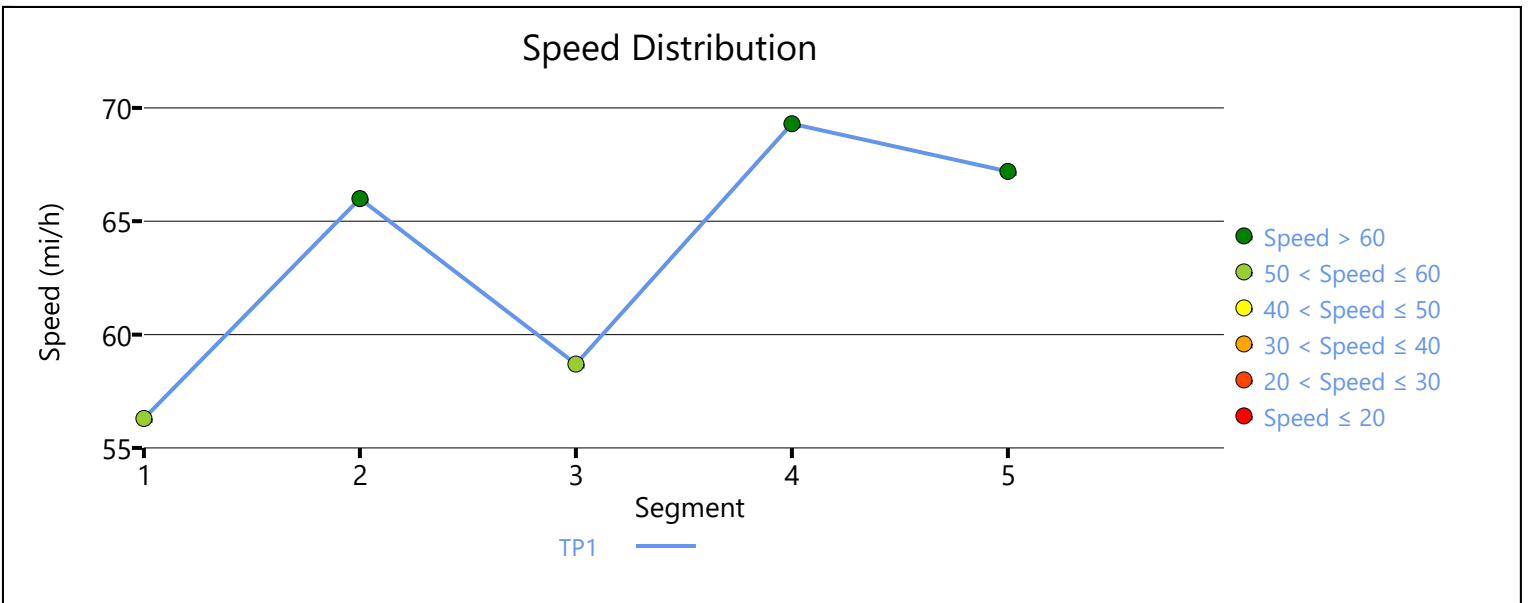
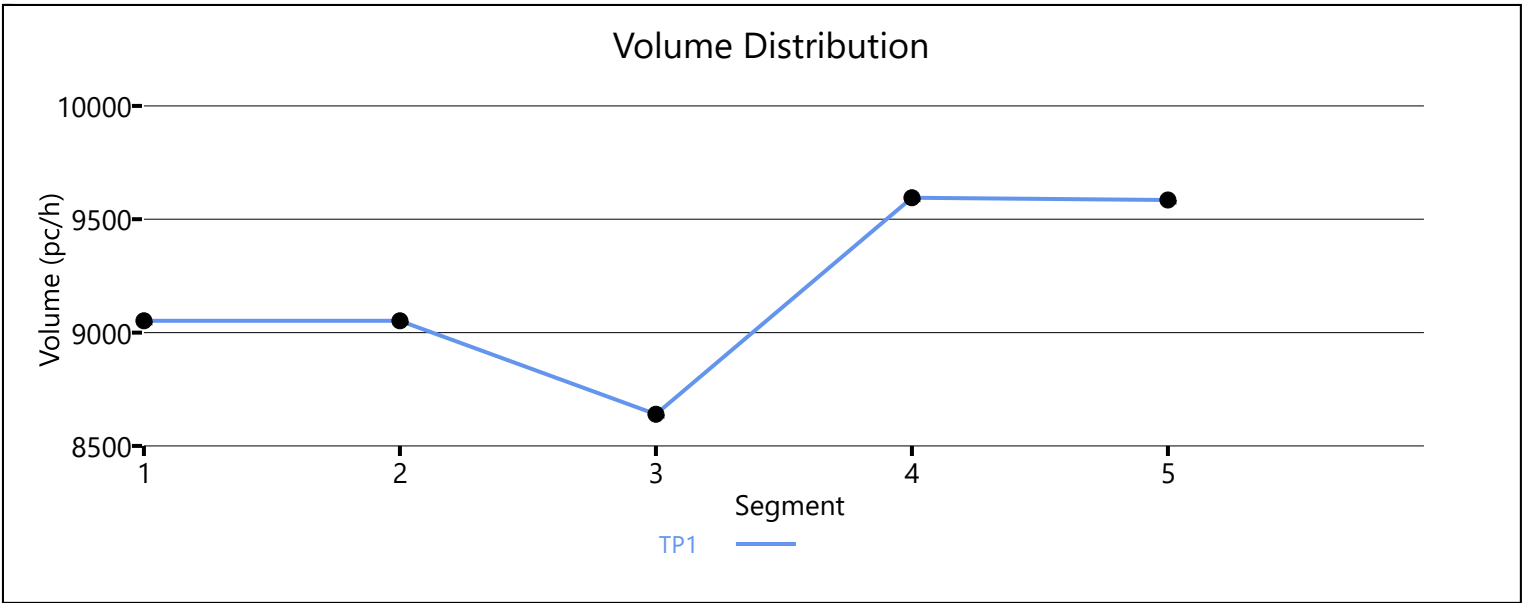
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.952	9595	955	14400	2100	0.60	0.45	69.3	-	20.8	-	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		9585		14322		0.67		67.2		23.8		C

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.2	29.4	28.2	1.5	D
Facility Overall Results					
Space Mean Speed, mi/h		63.2	Density, veh/mi/ln		28.2
Average Travel Time, min		1.5	Density, pc/mi/ln		29.4



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/14/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Opening Year (2022) With Project Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Goodman Logistics Center TIA (JN:13156) - SR-57 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Orangethorpe	1800	6
2	Diverge	Diverge	Off-Ramp	1500	6
3	Basic	Basic	Between	1350	6
4	Merge	Merge	On-Ramp	1500	6
5	Basic	Basic	North of Orangethorpe	3340	6

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.901		12720		14322		0.89		59.5		35.6		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.901	0.971	12720	1240	14400	2100	0.88	0.59	64.3	58.5	33.0	42.4	E

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.893		11485		14322		0.80		63.4		30.2		D

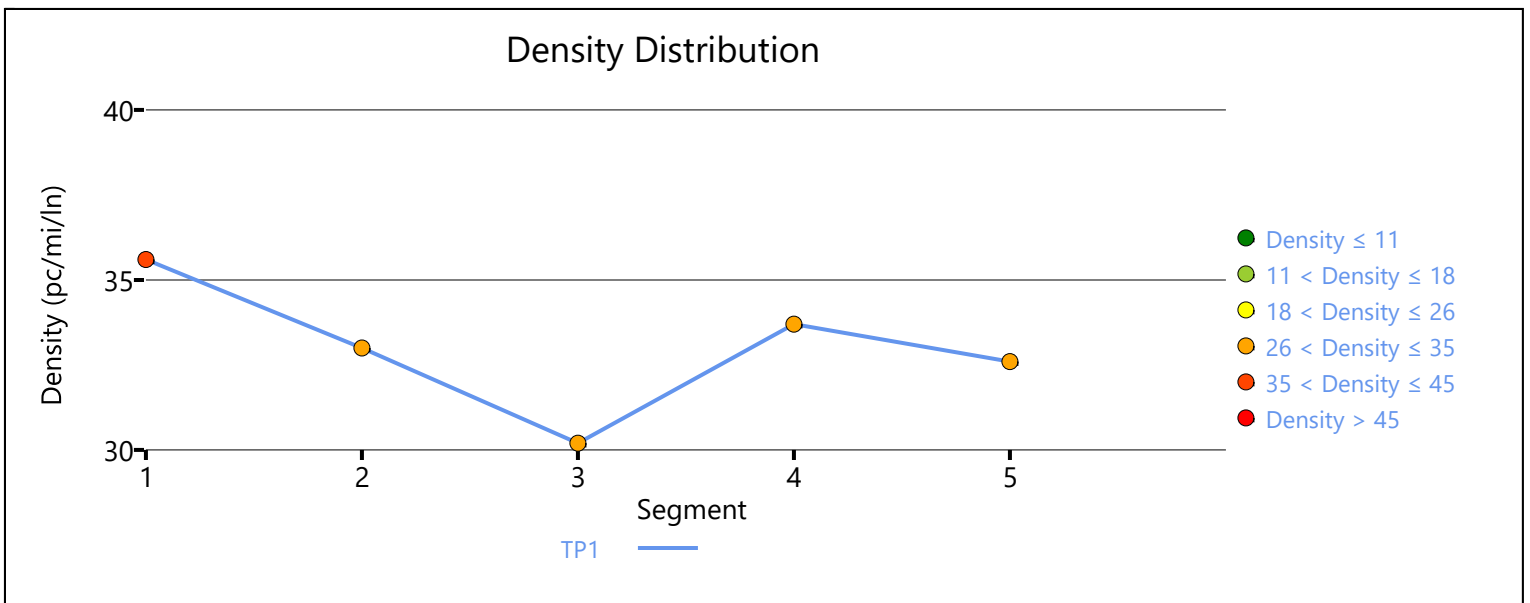
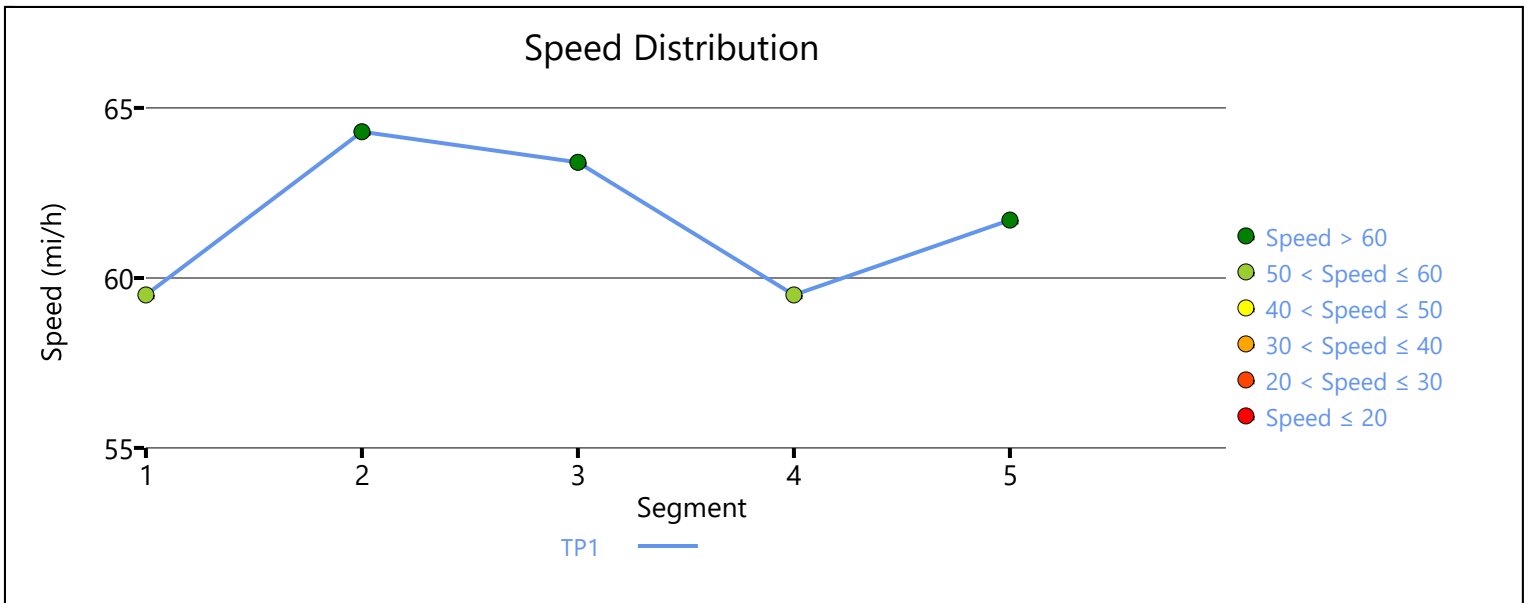
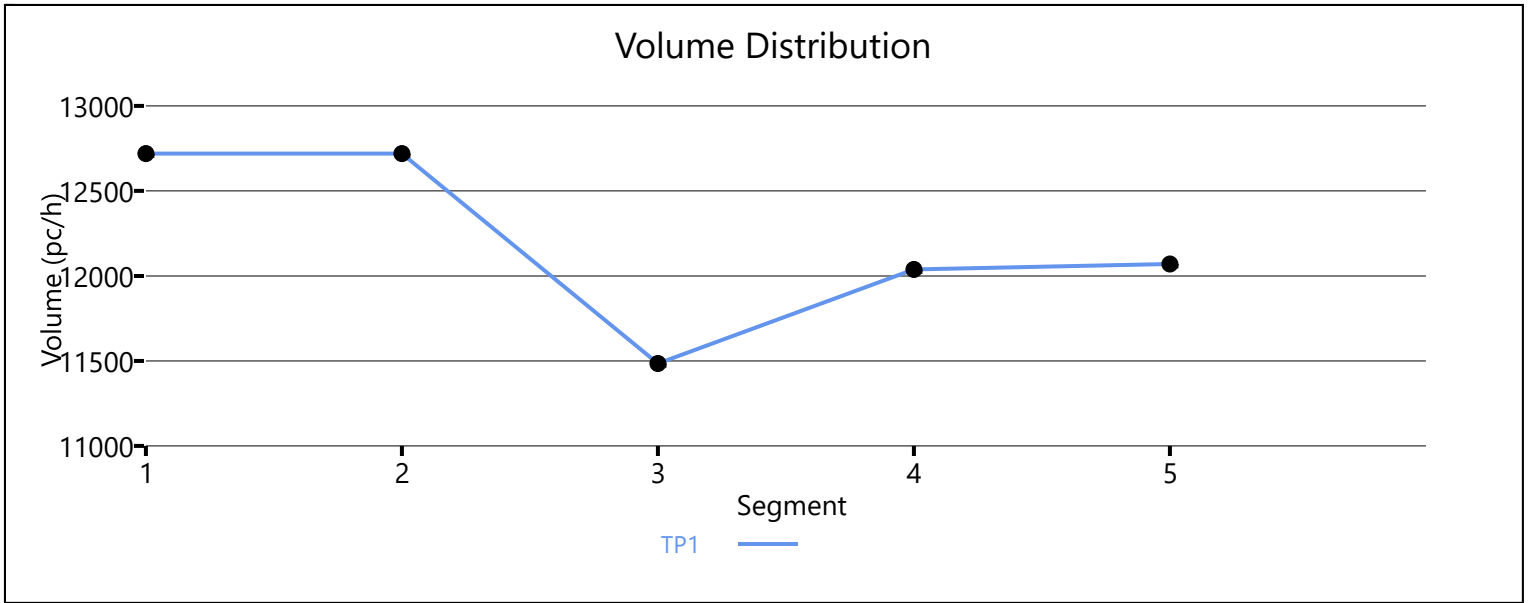
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.893	0.943	12038	553	14400	2100	0.84	0.26	59.5	56.8	33.7	32.1	D

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.893		12070		14322		0.84		61.7		32.6		D

Facility Time Period Results					
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.5	33.1	29.6	1.8	D
Facility Overall Results					
Space Mean Speed, mi/h		61.5	Density, veh/mi/ln		29.6
Average Travel Time, min		1.8	Density, pc/mi/ln		33.1



APPENDIX 5.9:

**OPENING YEAR CUMULATIVE (2022) WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WITH IMPROVEMENTS**

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Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	6	50	16	15	42	42	19	386	21	27	250	13
Future Vol, veh/h	6	50	16	15	42	42	19	386	21	27	250	13
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	61	20	18	51	51	23	471	26	33	305	16
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	11.3	11.2	14.1	12
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	86%	0%	76%	0%	50%	0%	100%	87%
Vol Right, %	0%	0%	14%	0%	24%	0%	50%	0%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	257	150	6	66	15	84	27	167	96
LT Vol	19	0	0	6	0	15	0	27	0	0
Through Vol	0	257	129	0	50	0	42	0	167	83
RT Vol	0	0	21	0	16	0	42	0	0	13
Lane Flow Rate	23	314	183	7	80	18	102	33	203	117
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.043	0.538	0.308	0.016	0.159	0.039	0.195	0.064	0.366	0.208
Departure Headway (Hd)	6.679	6.174	6.075	7.792	7.119	7.699	6.845	6.988	6.483	6.387
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	581	590	457	501	463	521	511	553	559
Service Time	4.44	3.935	3.835	5.576	4.903	5.479	4.625	4.755	4.249	4.154
HCM Lane V/C Ratio	0.043	0.54	0.31	0.015	0.16	0.039	0.196	0.065	0.367	0.209
HCM Control Delay	9.7	16	11.5	10.7	11.3	10.8	11.3	10.2	13	10.8
HCM Lane LOS	A	C	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	3.2	1.3	0	0.6	0.1	0.7	0.2	1.7	0.8

Timings

6: Acacia Av. & Orangethorpe Av.

08/27/2020

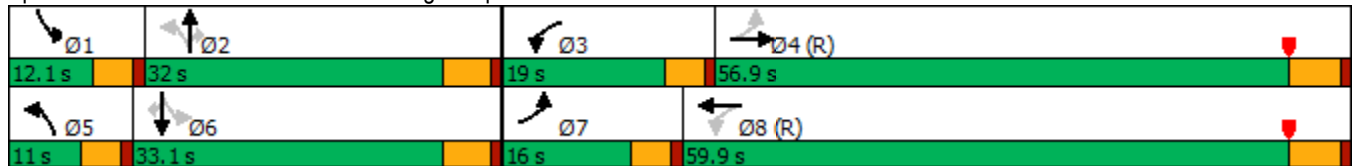


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	203	964	96	720	84	103	97	74	74	121
Future Volume (vph)	203	964	96	720	84	103	97	74	74	121
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	26.8	9.6	30.4	30.4	9.6	30.4	30.4
Total Split (s)	16.0	56.9	19.0	59.9	11.0	32.0	32.0	12.1	33.1	33.1
Total Split (%)	13.3%	47.4%	15.8%	49.9%	9.2%	26.7%	26.7%	10.1%	27.6%	27.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 114.2 (95%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated


























Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary

6: Acacia Av. & Orangethorpe Av.

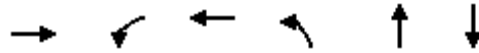
08/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	203	964	32	96	720	131	84	103	97	74	74	121
Future Volume (veh/h)	203	964	32	96	720	131	84	103	97	74	74	121
Initial Q (Qb), 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	0.99		1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	1059	35	105	791	140	92	113	40	81	81	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	505	3325	110	458	2747	482	222	175	148	199	174	144
Arrive On Green	0.13	1.00	1.00	0.04	0.62	0.62	0.05	0.09	0.09	0.05	0.09	0.09
Sat Flow, veh/h	1810	5157	170	1810	4429	778	1810	1900	1605	1810	1900	1568
Grp Volume(v), veh/h	223	710	384	105	616	315	92	113	40	81	81	44
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1749	1810	1900	1605	1810	1900	1568
Q Serve(g_s), s	5.7	0.0	0.0	2.5	9.9	10.0	5.5	6.9	2.8	4.8	4.9	3.1
Cycle Q Clear(g_c), s	5.7	0.0	0.0	2.5	9.9	10.0	5.5	6.9	2.8	4.8	4.9	3.1
Prop In Lane	1.00		0.09	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	505	2229	1205	458	2144	1084	222	175	148	199	174	144
V/C Ratio(X)	0.44	0.32	0.32	0.23	0.29	0.29	0.41	0.65	0.27	0.41	0.47	0.31
Avail Cap(c_a), veh/h	560	2229	1205	602	2144	1084	222	421	356	216	439	362
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	7.3	10.5	10.6	46.3	52.6	50.7	46.2	51.7	50.9
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.1	0.3	0.7	0.5	4.0	1.0	0.5	1.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.1	0.9	3.5	3.7	2.5	3.4	1.1	2.2	2.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.1	0.2	7.4	10.9	11.2	46.8	56.6	51.7	46.7	53.7	52.1
LnGrp LOS	A	A	A	A	B	B	D	E	D	D	D	D
Approach Vol, veh/h		1317			1036			245			206	
Approach Delay, s/veh		1.3			10.6			52.1			50.6	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	16.4	9.4	83.2	11.0	16.4	12.4	80.2				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.5	26.6	14.4	51.1	6.4	27.7	11.4	54.1				
Max Q Clear Time (g_c+1), s	6.8	8.9	4.5	2.0	7.5	6.9	7.7	12.0				
Green Ext Time (p_c), s	0.0	0.6	0.1	8.1	0.0	0.4	0.1	6.6				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								

Timings

24: State College Bl. & Kimberly Av.

08/14/2020

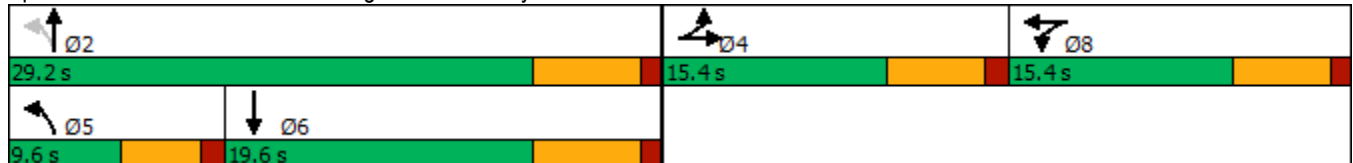


Lane Group	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↕	↗	↘	↖	↑↑	↑↑↑
Traffic Volume (vph)	36	24	33	98	825	1049
Future Volume (vph)	36	24	33	98	825	1049
Turn Type	NA	Split	NA	pm+pt	NA	NA
Protected Phases	4	8	8	5	2	6
Permitted Phases				2		
Detector Phase	4	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.4	15.4	15.4	9.6	15.8	15.8
Total Split (s)	15.4	15.4	15.4	9.6	29.2	19.6
Total Split (%)	25.7%	25.7%	25.7%	16.0%	48.7%	32.7%
Yellow Time (s)	4.4	4.4	4.4	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	4.6	5.8	5.8
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	Min	Min

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 46.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 24: State College Bl. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 24: State College Bl. & Kimberly Av.

08/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↕			↕	
Traffic Volume (veh/h)	11	36	58	24	33	44	98	825	68	0	1049	38
Future Volume (veh/h)	11	36	58	24	33	44	98	825	68	0	1049	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	11	37	59	24	34	45	100	842	69	0	1070	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	88	140	262	107	142	287	1362	112	0	1269	46
Arrive On Green	0.15	0.15	0.15	0.14	0.14	0.14	0.07	0.40	0.40	0.00	0.25	0.25
Sat Flow, veh/h	177	595	949	1810	742	982	1810	3377	277	0	5304	187
Grp Volume(v), veh/h	107	0	0	24	0	79	100	450	461	0	721	388
Grp Sat Flow(s),veh/h/ln	1720	0	0	1810	0	1723	1810	1805	1849	0	1729	1862
Q Serve(g_s), s	3.1	0.0	0.0	0.6	0.0	2.2	2.1	10.8	10.8	0.0	10.8	10.8
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.6	0.0	2.2	2.1	10.8	10.8	0.0	10.8	10.8
Prop In Lane	0.10		0.55	1.00		0.57	1.00		0.15	0.00		0.10
Lane Grp Cap(c), veh/h	253	0	0	262	0	250	287	728	745	0	855	460
V/C Ratio(X)	0.42	0.00	0.00	0.09	0.00	0.32	0.35	0.62	0.62	0.00	0.84	0.84
Avail Cap(c_a), veh/h	316	0	0	332	0	316	323	775	794	0	876	472
HCM Platoon Ratio	1.00	1.00	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	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	20.2	0.0	20.9	13.8	12.9	12.9	0.0	19.5	19.5
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.1	0.0	0.7	0.3	1.4	1.3	0.0	7.4	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.2	0.0	0.8	0.7	3.7	3.8	0.0	4.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	20.3	0.0	21.6	14.1	14.3	14.3	0.0	26.9	32.5
LnGrp LOS	C	A	A	C	A	C	B	B	B	A	C	C
Approach Vol, veh/h		107			103			1011			1109	
Approach Delay, s/veh		22.2			21.3			14.3			28.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		27.8		13.4	8.5	19.3		13.3				
Change Period (Y+Rc), s		5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s		23.4		10.0	5.0	13.8		10.0				
Max Q Clear Time (g_c+1), s		12.8		5.1	4.1	12.8		4.2				
Green Ext Time (p_c), s		4.0		0.2	0.0	0.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	21	63	21	16	49	21	17	268	19	47	325	15
Future Vol, veh/h	21	63	21	16	49	21	17	268	19	47	325	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	5	5	5	15	2	0	7	12	13	7	5	7
Mvmt Flow	25	74	25	19	58	25	20	315	22	55	382	18
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	11.5	11.2	12.6	12.9
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	82%	0%	75%	0%	70%	0%	100%	88%
Vol Right, %	0%	0%	18%	0%	25%	0%	30%	0%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	179	108	21	84	16	70	47	217	123
LT Vol	17	0	0	21	0	16	0	47	0	0
Through Vol	0	179	89	0	63	0	49	0	217	108
RT Vol	0	0	19	0	21	0	21	0	0	15
Lane Flow Rate	20	210	127	25	99	19	82	55	255	145
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.039	0.389	0.232	0.053	0.194	0.042	0.161	0.106	0.451	0.255
Departure Headway (Hd)	7.082	6.662	6.555	7.744	7.066	7.985	7.05	6.906	6.367	6.315
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	538	545	461	505	446	506	518	563	567
Service Time	4.849	4.429	4.322	5.525	4.847	5.769	4.832	4.669	4.129	4.077
HCM Lane V/C Ratio	0.04	0.39	0.233	0.054	0.196	0.043	0.162	0.106	0.453	0.256
HCM Control Delay	10.1	13.6	11.3	11	11.6	11.1	11.2	10.5	14.3	11.2
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	1.8	0.9	0.2	0.7	0.1	0.6	0.4	2.3	1

Timings
6: Acacia Av. & Orangethorpe Av.

Goodman Logistics Center (JN:13156)

08/27/2020

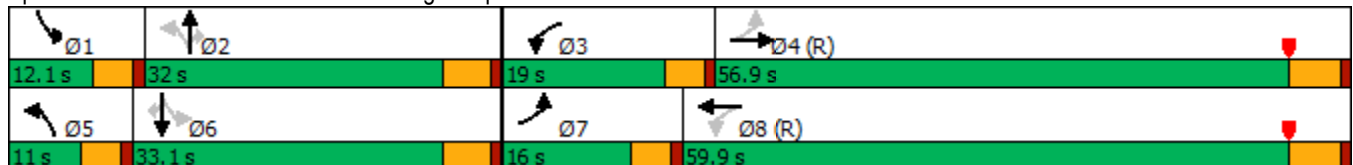


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↖	↖	↕	↖
Traffic Volume (vph)	108	1257	112	980	75	94	106	120	124	142
Future Volume (vph)	108	1257	112	980	75	94	106	120	124	142
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.8	9.6	26.8	9.6	30.4	30.4	9.6	30.4	30.4
Total Split (s)	16.0	56.9	19.0	59.9	11.0	32.0	32.0	12.1	33.1	33.1
Total Split (%)	13.3%	47.4%	15.8%	49.9%	9.2%	26.7%	26.7%	10.1%	27.6%	27.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	78.9	70.3	81.3	71.5	20.2	13.2	13.2	23.3	16.5	16.5
Actuated g/C Ratio	0.66	0.59	0.68	0.60	0.17	0.11	0.11	0.19	0.14	0.14
v/c Ratio	0.38	0.51	0.47	0.39	0.35	0.49	0.42	0.57	0.52	0.45
Control Delay	15.8	31.5	12.1	13.7	42.3	57.8	13.3	50.6	56.0	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.8	31.5	12.1	13.7	42.3	57.8	13.3	50.6	56.0	11.6
LOS	B	C	B	B	D	E	B	D	E	B
Approach Delay		30.3		13.5		36.4			38.0	
Approach LOS		C		B		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 114.2 (95%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 25.8
 Intersection LOS: C
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Acacia Av. & Orangethorpe Av.



HCM 6th Signalized Intersection Summary
6: Acacia Av. & Orangethorpe Av.

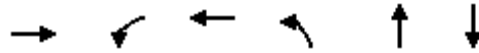
Goodman Logistics Center (JN:13156)

08/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷↷↷		↶	↷↷↷		↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	108	1257	124	112	980	75	75	94	106	120	124	142
Future Volume (veh/h)	108	1257	124	112	980	75	75	94	106	120	124	142
Initial Q (Qb), veh	0	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		0.99	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	1707	1856	1885	1870	1841	1693	1900	1885	1841	1752	1900	1826
Adj Flow Rate, veh/h	117	1366	134	122	1065	75	82	102	48	130	135	69
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, %	13	3	1	2	4	14	0	1	4	10	0	5
Cap, veh/h	365	2969	291	328	3030	213	197	176	144	213	195	157
Arrive On Green	0.06	0.84	0.84	0.04	0.63	0.63	0.05	0.09	0.09	0.06	0.10	0.10
Sat Flow, veh/h	1626	4689	460	1781	4793	337	1810	1885	1538	1668	1900	1525
Grp Volume(v), veh/h	117	984	516	122	744	396	82	102	48	130	135	69
Grp Sat Flow(s),veh/h/ln	1626	1689	1772	1781	1675	1780	1810	1885	1538	1668	1900	1525
Q Serve(g_s), s	3.1	9.0	9.0	2.9	12.6	12.6	4.9	6.2	3.5	7.5	8.2	5.1
Cycle Q Clear(g_c), s	3.1	9.0	9.0	2.9	12.6	12.6	4.9	6.2	3.5	7.5	8.2	5.1
Prop In Lane	1.00		0.26	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	365	2138	1122	328	2118	1125	197	176	144	213	195	157
V/C Ratio(X)	0.32	0.46	0.46	0.37	0.35	0.35	0.42	0.58	0.33	0.61	0.69	0.44
Avail Cap(c_a), veh/h	452	2138	1122	469	2118	1125	197	418	341	213	439	352
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	4.2	4.2	7.4	10.4	10.4	46.0	52.1	50.9	47.3	52.0	50.6
Incr Delay (d2), s/veh	0.1	0.2	0.5	0.3	0.5	0.9	0.5	3.0	1.3	3.7	4.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.2	2.3	1.0	4.3	4.7	2.2	3.0	1.4	0.5	4.1	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	4.4	4.6	7.7	10.9	11.3	46.5	55.1	52.2	51.0	56.3	52.5
LnGrp LOS	A	A	A	A	B	B	D	E	D	D	E	D
Approach Vol, veh/h		1617			1262			232			334	
Approach Delay, s/veh		4.7			10.7			51.5			53.5	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	16.6	9.5	81.8	11.0	17.7	9.6	81.6				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	5.4	4.6	5.8				
Max Green Setting (Gmax), s	7.5	26.6	14.4	51.1	6.4	27.7	11.4	54.1				
Max Q Clear Time (g_c+1), s	9.5	8.2	4.9	11.0	6.9	10.2	5.1	14.6				
Green Ext Time (p_c), s	0.0	0.5	0.1	12.9	0.0	0.8	0.1	8.5				
Intersection Summary												
HCM 6th Ctrl Delay			14.8									
HCM 6th LOS			B									

Timings
24: State College Bl. & Kimberly Av.

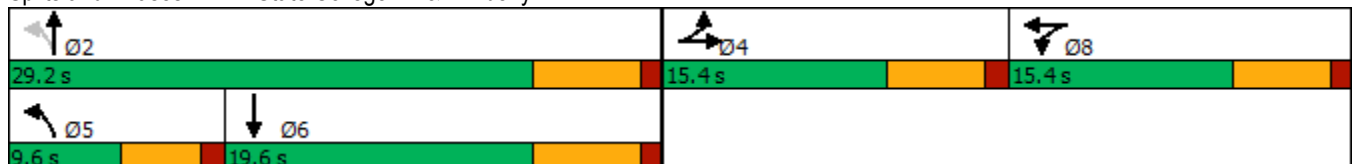


Lane Group	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations	↕	↗	↘	↗	↕	↕
Traffic Volume (vph)	55	30	50	32	734	889
Future Volume (vph)	55	30	50	32	734	889
Turn Type	NA	Split	NA	pm+pt	NA	NA
Protected Phases	4	8	8	5	2	6
Permitted Phases				2		
Detector Phase	4	8	8	5	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	15.4	15.4	15.4	9.6	15.8	15.8
Total Split (s)	15.4	15.4	15.4	9.6	29.2	19.6
Total Split (%)	25.7%	25.7%	25.7%	16.0%	48.7%	32.7%
Yellow Time (s)	4.4	4.4	4.4	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	4.6	5.8	5.8
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	Min	Min
Act Effct Green (s)	10.6	10.6	10.6	26.3	26.9	23.5
Actuated g/C Ratio	0.20	0.20	0.20	0.49	0.50	0.44
v/c Ratio	0.52	0.10	0.35	0.13	0.55	0.45
Control Delay	18.7	22.1	13.8	11.9	15.0	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	22.1	13.8	11.9	15.0	18.5
LOS	B	C	B	B	B	B
Approach Delay	18.7		15.4		14.9	18.5
Approach LOS	B		B		B	B

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 53.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 58.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 24: State College Bl. & Kimberly Av.



HCM 6th Signalized Intersection Summary
 24: State College Bl. & Kimberly Av.

Goodman Logistics Center (JN:13156)

08/14/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↕			↕	
Traffic Volume (veh/h)	23	55	101	30	50	75	32	734	119	0	889	17
Future Volume (veh/h)	23	55	101	30	50	75	32	734	119	0	889	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1781	1618	1796	1870	1856	1663	1856	1693	0	1856	1796
Adj Flow Rate, veh/h	25	60	111	33	55	82	35	807	131	0	977	19
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, %	5	8	19	7	2	3	16	3	14	0	3	7
Cap, veh/h	35	85	157	288	113	168	219	1082	176	0	1210	24
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.36	0.36	0.00	0.24	0.24
Sat Flow, veh/h	205	492	910	1711	671	1001	1584	3024	491	0	5282	99
Grp Volume(v), veh/h	196	0	0	33	0	137	35	470	468	0	645	351
Grp Sat Flow(s),veh/h/ln	1607	0	0	1711	0	1672	1584	1763	1752	0	1689	1837
Q Serve(g_s), s	6.3	0.0	0.0	0.9	0.0	4.1	0.9	12.9	12.9	0.0	9.9	9.9
Cycle Q Clear(g_c), s	6.3	0.0	0.0	0.9	0.0	4.1	0.9	12.9	12.9	0.0	9.9	9.9
Prop In Lane	0.13		0.57	1.00		0.60	1.00		0.28	0.00		0.05
Lane Grp Cap(c), veh/h	277	0	0	288	0	281	219	631	627	0	799	435
V/C Ratio(X)	0.71	0.00	0.00	0.11	0.00	0.49	0.16	0.75	0.75	0.00	0.81	0.81
Avail Cap(c_a), veh/h	292	0	0	311	0	304	303	749	745	0	846	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	19.4	0.0	20.8	14.8	15.5	15.5	0.0	19.8	19.8
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.2	0.0	1.3	0.1	3.4	3.4	0.0	5.5	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	0.3	0.0	1.5	0.3	4.8	4.7	0.0	3.9	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	0.0	19.6	0.0	22.1	14.9	18.9	18.9	0.0	25.4	29.6
LnGrp LOS	C	A	A	B	A	C	B	B	B	A	C	C
Approach Vol, veh/h		196			170			973			996	
Approach Delay, s/veh		28.7			21.6			18.7			26.9	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		25.5		14.9	6.7	18.8		14.7				
Change Period (Y+Rc), s		5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s		23.4		10.0	5.0	13.8		10.0				
Max Q Clear Time (g_c+1), s		14.9		8.3	2.9	11.9		6.1				
Green Ext Time (p_c), s		3.6		0.2	0.0	1.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.2								
HCM 6th LOS				C								

APPENDIX 6.1:
MULTI-WAY STOP WARRANT ANALYSIS

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FOUR-WAY STOP WARRANTS

Major Street: Acacia Av. CALC CS DATE 8/13/2020
 Minor Street: Kimberly Av. CHK _____ DATE _____

Any one of the following criteria may warrant four-way stop controls:

1. MINIMUM TRAFFIC VOLUMES

SATISFIED = **YES**

The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and

SATISFIED = **YES**
Total Volume = **1612**

The combined vehicular and pedestrian volume of the traffic on the minor street must average at least 200 per hour for the same 8 hours with average peak hour delay on the minor street over 30 seconds

SATISFIED = **YES**
Minor Volume = **343**

When the critical approach speed on the major street traffic exceed 40 miles per hour, the minimum vehicular volume warrant is 70% of the above requirements.

SATISFIED = **YES**
Critical Speed = **45**

Combined average vehicle volume exceeds 350 (500 * 70%)

SATISFIED = **YES**

Combined average minor volume exceeds 140 (200 * 70%)

SATISFIED = **YES**

Peak Hour Period		Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	TOTAL VOL.	AVG. VOL.
		6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14		
Major Street	Vehicles	1596	1532	1085	1149	1021	1133	1452	1181	10150.6	1269
Minor Street	Vehicles	432	414	293	311	276	306	393	319	2744.98	343
	Pedestrians									0	0
	Subtotal	431.6	414.3	293.5	310.8	276.2	306.4	392.8	319.4	2744.98	343
TOTAL AVERAGE HOURLY VOLUME										1612	

2. TRAFFIC SIGNAL WARRANTED

SATISFIED = **YES**

Urgent need for a four-way stop as an interim measure YES

3. ACCIDENTS

SATISFIED = **YES**

Number of Correctable Accidents 6 (5 or more in a 12-month period)
 (in 2018 - no data in 2019; 2020 unreliable due to COVID-19)



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APPENDIX 6.2:
SITE ADJACENT QUEUES

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Table 6.2-1

Peak Hour Queuing Summary for Opening Year Cumulative (2022) With Project Conditions

Intersection	Movement	Available Stacking Distance (Feet)	2022 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Acacia Av. & Kimberly Av.	SBL*	50	42	46	Yes	Yes
	WBL/T/R	180	52	47	Yes	Yes
Acacia Av. & Orangethorpe Av.	SBL	200	108	166	Yes	Yes
	SBR	100	60	75	Yes	Yes
	EBL	200	104	69	Yes	Yes
Driveway 1 & Kimberly Av.	NBL/R	50	10	23	Yes	Yes
Driveway 2 & Orangethorpe Av.	SBR	50	12	20	Yes	Yes
	EBT	157	22	15	Yes	Yes
	WBT/R	177	75	96	Yes	Yes
Driveway 3 & Kimberly Av.	NBL/R	50	28	44	Yes	Yes
	WBL*	50	14	12	Yes	Yes
Driveway 4 & Orangethorpe Av.	SBL/R	50	27	43	Yes	Yes
	EBL*	50	21	9	Yes	Yes
Driveway 6 & Orangethorpe Av.	SBL/T/R	50	30	42	Yes	Yes
	EBL*	50	21	13	Yes	Yes
Driveway 7 & Kimberly Av.	NBL/R	50	14	38	Yes	Yes
	WBL*	50	9	7	Yes	Yes
Driveway 8 & Oranethorpe Av.	SBL/R	50	20	41	Yes	Yes
	EBL*	50	21	9	Yes	Yes
Driveway 9 & Kimberly Av.	NBL/R	50	22	34	Yes	Yes
	WBL*	50	7	4	Yes	Yes
Driveway 10 & Orangethorpe Av.	SBL/R	50	21	40	Yes	Yes
	EBL*	50	10	10	Yes	Yes
	WBT/R	263	3	0	Yes	Yes
Driveway 11 & Kimberly Av.	NBL/R	50	15	27	Yes	Yes

Table 6.2-1

Peak Hour Queuing Summary for Opening Year Cumulative (2022) With Project Conditions

Intersection	Movement	Available Stacking Distance (Feet)	2022 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Driveway 12 & Orangethorpe Av.	SBL/R	50	14	34	Yes	Yes
Driveway 13 & Kimberly Av.	NBL/R	50	27	40	Yes	Yes
	WBL*	50	10	8	Yes	Yes
Driveway 14 & Orangethorpe Av.	SBL/R	50	22	39	Yes	Yes
	EBT	293	13	9	Yes	Yes
	WBT/R	388	4	0	Yes	Yes
Driveway 15 & Kimberly Av.	NBL/R	50	16	28	Yes	Yes
	WBL*	50	4	8	Yes	Yes
State College Bl. & Kimberly Av.	NBL	125	88	50	Yes	Yes
	NBT	684	172	187	Yes	Yes
	SBT/R	150	118	106	Yes	Yes
	EBL/T/R	150	67	102	Yes	Yes
State College Bl. & Driveway 16/ Cypress Wy.	NBL	100	25	14	Yes	Yes
	NBT	464	18	0	Yes	Yes
	SBT/R	684	14	0	Yes	Yes
	EBL/R	50	20	31	Yes	Yes

Note: Only movements where the Project is anticipated to contribute traffic to have been presented.

* = Note: storage provided within a two-way left turn lane.

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 5: Acacia Av. & Kimberly Av.

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	LT	TR	L	T	TR
Maximum Queue (ft)	30	55	65	69	69	31	64	64
Average Queue (ft)	4	28	32	42	43	19	36	35
95th Queue (ft)	19	48	52	63	65	42	54	55
Link Distance (ft)		2593	180	1222	1222		730	730
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	160					100		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 6: Acacia Av. & Orangethorpe Av.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	136	164	158	165	132	166	174	172	139	155	94	120
Average Queue (ft)	57	87	78	67	52	110	128	136	69	83	38	64
95th Queue (ft)	108	144	143	133	104	167	180	190	119	140	69	108
Link Distance (ft)		2596	2596	2596		157	157	157		1510		
Upstream Blk Time (%)					0	1	4	7				
Queuing Penalty (veh)					0	3	12	22				
Storage Bay Dist (ft)	200				185				130		130	200
Storage Blk Time (%)		0			0	1			1	2		
Queuing Penalty (veh)		0			0	1			2	3		

Intersection: 6: Acacia Av. & Orangethorpe Av.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	133	74
Average Queue (ft)	62	36
95th Queue (ft)	116	60
Link Distance (ft)	1222	1222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 7: Dwy. 1 & Kimberly Av.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	265
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Orangethorpe Av. & Dwy. 2

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	11	8	52	78	118	24
Average Queue (ft)	0	0	3	8	21	1
95th Queue (ft)	8	6	22	40	75	12
Link Distance (ft)	157	157	177	177	177	209
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Dwy. 3 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	29	31
Average Queue (ft)	2	7
95th Queue (ft)	14	28
Link Distance (ft)		273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 10: Orangethorpe Av. & Dwy. 4

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	35	30
Average Queue (ft)	4	7
95th Queue (ft)	21	27
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Dwy. 5 & Kimberly Av.

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

Intersection: 12: Orangethorpe Av. & Dwy. 6

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	39	30
Average Queue (ft)	4	8	6
95th Queue (ft)	21	30	26
Link Distance (ft)		328	178
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 13: Dwy. 7 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	18	24
Average Queue (ft)	1	2
95th Queue (ft)	9	14
Link Distance (ft)		456
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Orangethorpe Av. & Dwy. 8

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	33	31
Average Queue (ft)	4	4
95th Queue (ft)	21	20
Link Distance (ft)		317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Dwy. 9 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	30
Average Queue (ft)	1	5
95th Queue (ft)	7	22
Link Distance (ft)		382
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 16: Orangethorpe Av. & Dwy. 10

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	18	4	31
Average Queue (ft)	1	0	4
95th Queue (ft)	10	3	21
Link Distance (ft)		263	298
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 17: Dwy. 11 & Kimberly Av.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Orangethorpe Av. & Dwy. 12

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	284
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 19: Dwy. 13 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	31
Average Queue (ft)	1	7
95th Queue (ft)	10	27
Link Distance (ft)		439
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Orangethorpe Av. & Dwy. 14

Movement	EB	EB	WB	SB
Directions Served	T	T	TR	LR
Maximum Queue (ft)	16	19	5	31
Average Queue (ft)	1	1	0	5
95th Queue (ft)	11	13	4	22
Link Distance (ft)	293	293	388	254
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Dwy. 15 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	6	30
Average Queue (ft)	0	3
95th Queue (ft)	4	16
Link Distance (ft)		341
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - AM Peak Hour WITH IMPROVEMENTS

Intersection: 24: State College Bl. & Kimberly Av.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	T	T	TR
Maximum Queue (ft)	78	51	67	141	211	223	164	152	138
Average Queue (ft)	36	15	28	43	72	89	83	80	64
95th Queue (ft)	67	40	56	88	149	172	135	131	118
Link Distance (ft)	150		2163		684	684	789	789	789
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		140		125					
Storage Blk Time (%)				0	1				
Queuing Penalty (veh)				0	1				

Intersection: 25: State College Bl. & Dwy. 16/Cypress Wy.

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	T	TR
Maximum Queue (ft)	34	52	39	31	38	42	20	16	31
Average Queue (ft)	4	21	5	1	2	12	1	1	1
95th Queue (ft)	20	51	25	14	18	38	10	9	14
Link Distance (ft)	334	755		464	464		684	684	684
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			100			140			
Storage Blk Time (%)									
Queuing Penalty (veh)									

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 5: Acacia Av. & Kimberly Av.

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	LT	TR	L	T	TR
Maximum Queue (ft)	31	50	56	63	75	45	68	71
Average Queue (ft)	13	30	32	38	42	25	41	37
95th Queue (ft)	37	48	47	57	65	46	63	57
Link Distance (ft)		2593	180	1222	1222		730	730
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	160					100		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 6: Acacia Av. & Orangethorpe Av.

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	L
Maximum Queue (ft)	97	208	214	232	156	182	188	181	137	164	117	182
Average Queue (ft)	33	125	125	113	71	133	151	151	66	80	41	93
95th Queue (ft)	69	194	198	201	141	191	193	193	118	139	81	166
Link Distance (ft)		2596	2596	2596		157	157	157		1510		
Upstream Blk Time (%)					0	4	9	11				
Queuing Penalty (veh)					0	16	36	43				
Storage Bay Dist (ft)	200				185				130		130	200
Storage Blk Time (%)		0			0	4			1	1	0	0
Queuing Penalty (veh)		0			0	5			2	1	0	0

Intersection: 6: Acacia Av. & Orangethorpe Av.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	172	93
Average Queue (ft)	91	41
95th Queue (ft)	146	75
Link Distance (ft)	1222	1222
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 7: Dwy. 1 & Kimberly Av.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	265
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Orangethorpe Av. & Dwy. 2

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	22	120	124	143	30
Average Queue (ft)	1	19	35	51	4
95th Queue (ft)	15	74	96	128	20
Link Distance (ft)	157	177	177	177	209
Upstream Blk Time (%)		0		0	
Queuing Penalty (veh)		0		0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 9: Dwy. 3 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	24	36
Average Queue (ft)	1	23
95th Queue (ft)	12	44
Link Distance (ft)		273
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 10: Orangethorpe Av. & Dwy. 4

Movement	EB	EB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	18	11	57
Average Queue (ft)	1	0	14
95th Queue (ft)	9	8	43
Link Distance (ft)		177	193
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Dwy. 5 & Kimberly Av.

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

Intersection: 12: Orangethorpe Av. & Dwy. 6

Movement	EB	SB
Directions Served	L	LTR
Maximum Queue (ft)	30	44
Average Queue (ft)	2	15
95th Queue (ft)	13	42
Link Distance (ft)		178
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 13: Dwy. 7 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	35
Average Queue (ft)	1	13
95th Queue (ft)	7	38
Link Distance (ft)		456
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Orangethorpe Av. & Dwy. 8

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	16	44
Average Queue (ft)	1	15
95th Queue (ft)	9	41
Link Distance (ft)		317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Dwy. 9 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	6	36
Average Queue (ft)	0	11
95th Queue (ft)	4	34
Link Distance (ft)		382
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 16: Orangethorpe Av. & Dwy. 10

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	18	40
Average Queue (ft)	1	14
95th Queue (ft)	10	40
Link Distance (ft)		298
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Dwy. 11 & Kimberly Av.

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	309
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Orangethorpe Av. & Dwy. 12

Movement	SB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	9
95th Queue (ft)	34
Link Distance (ft)	284
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 19: Dwy. 13 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	18	40
Average Queue (ft)	1	14
95th Queue (ft)	8	40
Link Distance (ft)		439
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Orangethorpe Av. & Dwy. 14

Movement	EB	SB
Directions Served	T	LR
Maximum Queue (ft)	11	39
Average Queue (ft)	1	13
95th Queue (ft)	9	39
Link Distance (ft)	293	254
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: Dwy. 15 & Kimberly Av.

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	12	31
Average Queue (ft)	1	7
95th Queue (ft)	8	28
Link Distance (ft)		341
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report

Opening Year Cumulative (2022) With Project Conditions - PM Peak Hour WITH IMPROVEMENTS

Intersection: 24: State College Bl. & Kimberly Av.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	T	T	TR
Maximum Queue (ft)	119	52	81	57	205	229	140	151	123
Average Queue (ft)	59	17	38	19	81	103	79	73	55
95th Queue (ft)	102	46	69	50	164	187	124	127	106
Link Distance (ft)	150		2163		684	684	789	789	789
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)		140		125					
Storage Blk Time (%)					2				
Queuing Penalty (veh)					1				

Intersection: 25: State College Bl. & Dwy. 16/Cypress Wy.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	34	81	30	33
Average Queue (ft)	9	36	2	5
95th Queue (ft)	31	67	14	22
Link Distance (ft)	334	755		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	140
Storage Blk Time (%)				
Queuing Penalty (veh)				