

TRES CERRITOS TTM NO. 31513

TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CAMUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
DIF	Development Impact Fee
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
OPR	Office of Planning and Research
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Tres Cerritos
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Authority
SB 743	Senate Bill 743
SHS	State Highway System
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
VMT	Vehicle Miles Traveled

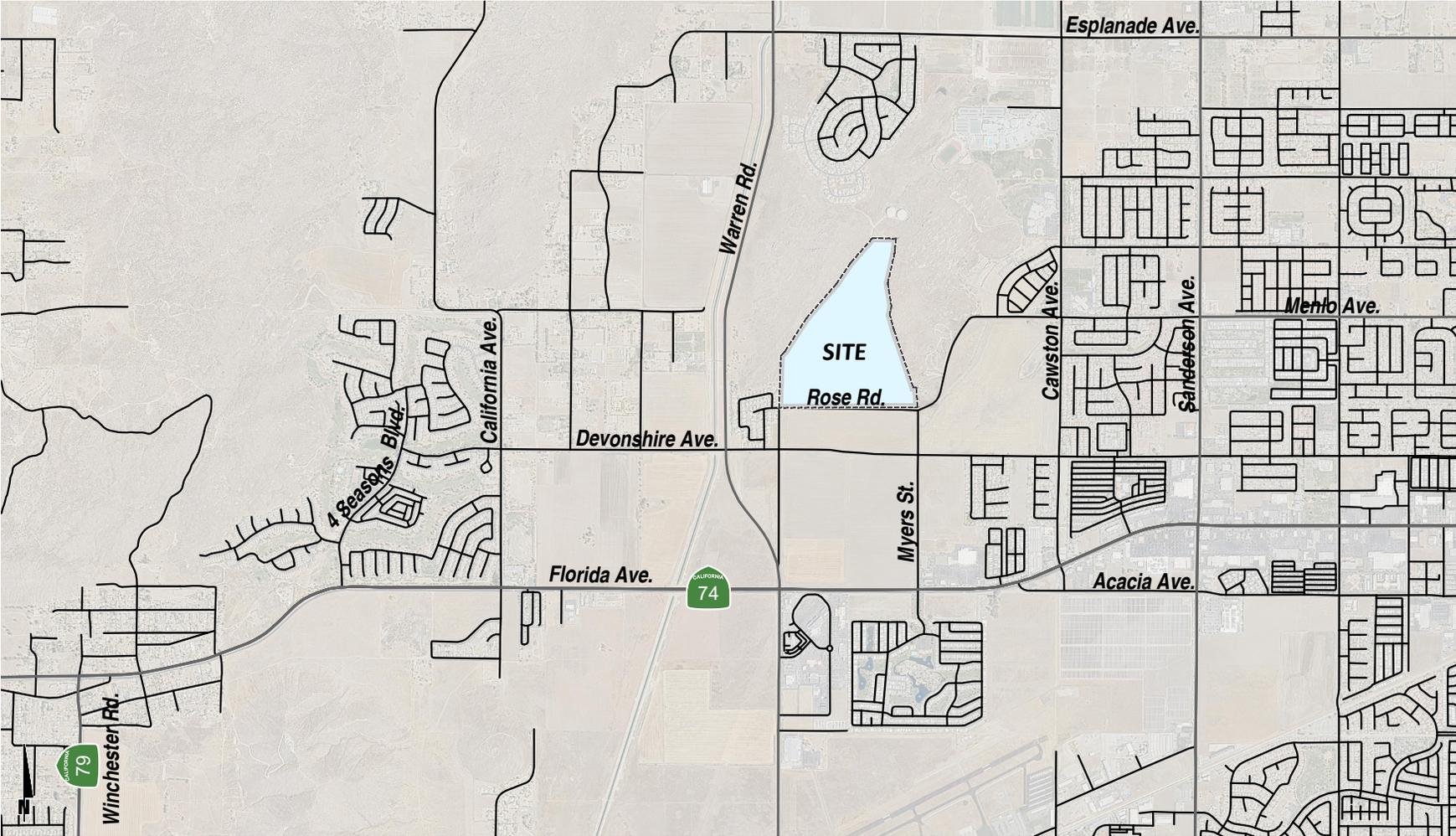
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1 SUMMARY OF FINDINGS

This report presents the results of the Traffic Analysis (TA) for the Tres Cerritos (**Project**), which is located west of Myers Street and north of Rose Road in the City of Hemet, as shown in Exhibit 1-1.

The purpose of this TA is to evaluate the potential circulation system deficiencies that may result when the Project is developed and where circulation system (intersection and/or roadway) improvements are needed to maintain acceptable levels of service consistent with the City's General Plan level of service goals and policies, which are described in the City of Hemet's 2030 General Plan (Adopted January 24, 2012) (**General Plan**). (1) The scope of analysis included in this evaluation is based on the City of Hemet's Traffic Impact Analysis Guidelines for CEQA & VMT (dated May 2021) (**City Guidelines**), the County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (dated December 2020) (**County Guidelines**), and consultation with City of Hemet staff during the TA scoping process. (2) (3) The TA Scoping Agreement is included in Appendix 1.1 and has been reviewed and approved by the City of Hemet.

EXHIBIT 1-1 : LOCATION MAP



1.1 PROJECT OVERVIEW

1.1.1 LAND USE

The Project consists of the development of 269 single-family detached residential dwelling units and 4.15 acres of park use. The Project is proposed to be evaluated in a single phase with an anticipated Opening Year of 2029. A preliminary site plan for the proposed Project is shown in Exhibit 1-2. Primary access to the Project site will be accommodated via Rota Drive and Burgos Drive onto Rose Road.

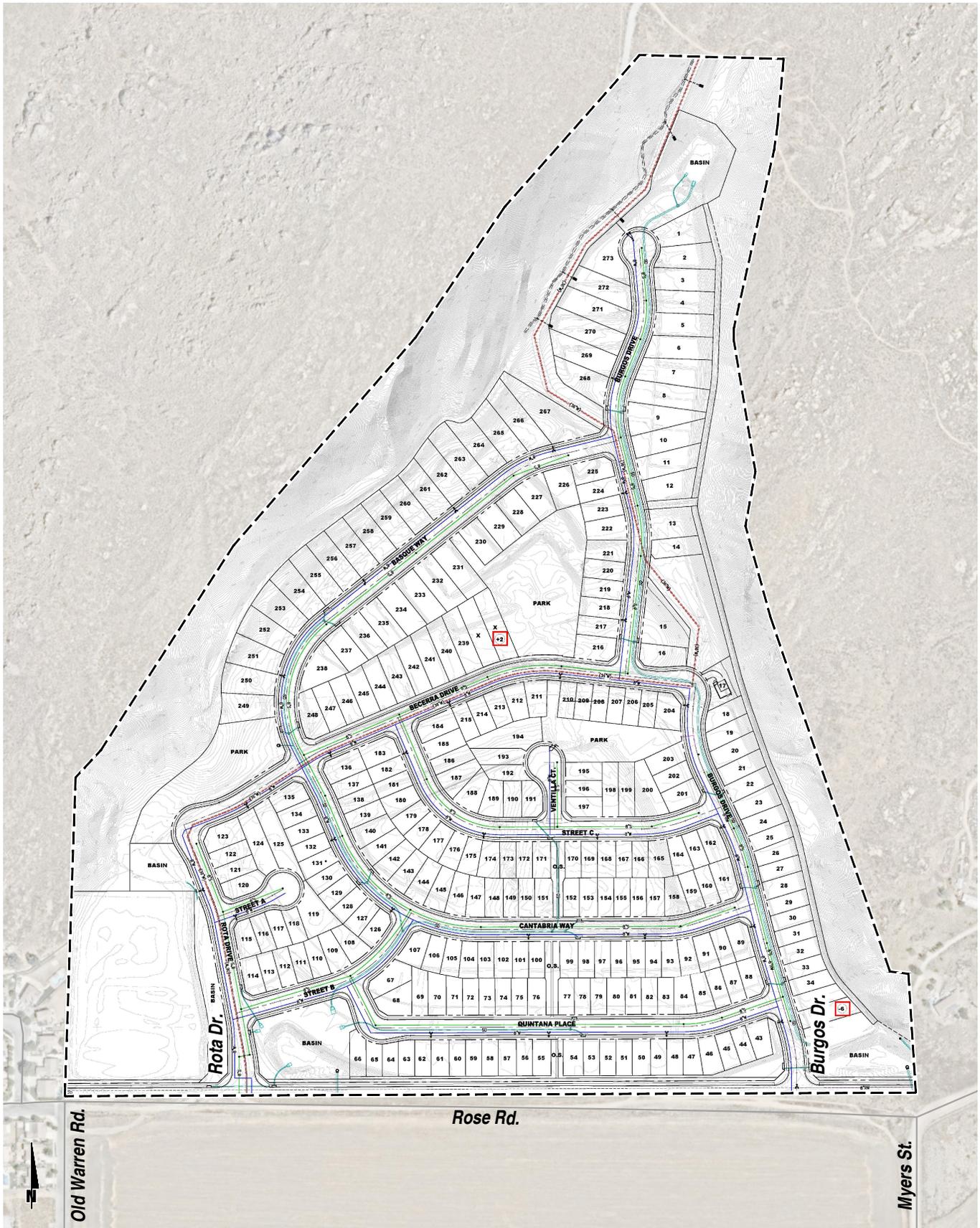
The -previously-approved Project evaluated 177 single-family detached residential dwelling units (the Project is proposing a net increase of 92 dwelling units).

1.1.2 TRIP GENERATION

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) were used to estimate the Project's trip generation based on the Single Family Detached Housing (ITE Land Use Code 210) and Public Park (ITE Land Use Code 411) land use categories. (4)

The Project is anticipated to generate 2,542 two-way trip-ends per day with 188 AM peak hour trips and 253 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation*.

EXHIBIT 1-2 : PRELIMINARY SITE PLAN



1.2 ANALYSIS SCENARIOS

For the purposes of this TA, potential deficiencies to intersection level of service (LOS) have been assessed for each of the following conditions:

- Existing (2024) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2029) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2029) Conditions

1.2.1 EXISTING (2024) CONDITIONS

Information for Existing (2024) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Local schools were in session and operating on normal bell schedules at the time traffic counts were collected.

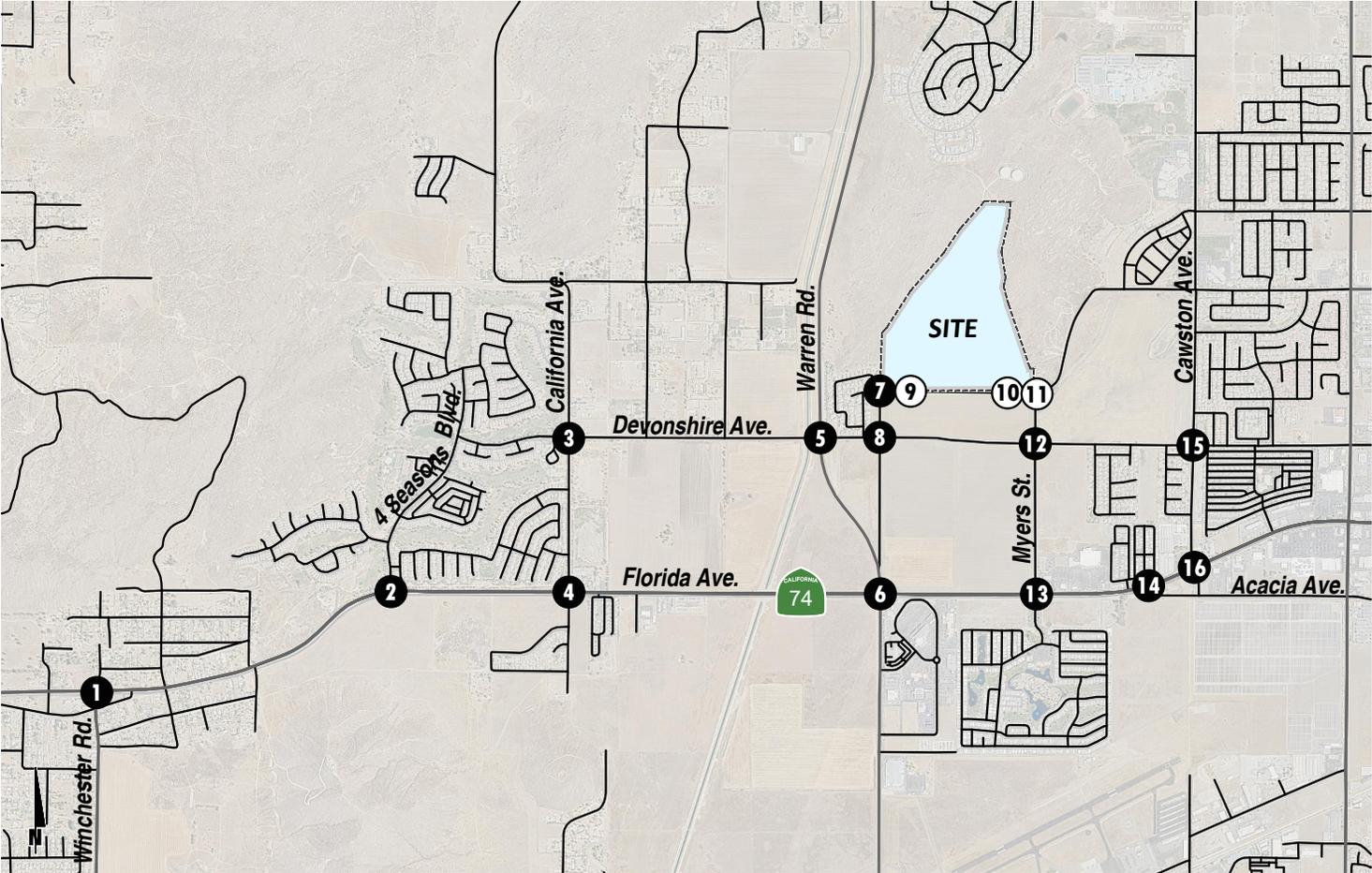
1.2.2 EAP (2029) CONDITIONS

The EAP (2029) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2024) conditions of 10.41% (2% per year, compounded over 5 years) is included for EAP (2029) traffic conditions. The assumed ambient growth factor is based on the requirements per the County Guidelines. Consistent with County Guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the Project based on the expected background growth within the study area.

1.2.3 EAPC (2029) CONDITIONS

The EAPC (2029) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2024) conditions of 10.41% (2% per year, compounded over 5 years) is included for EAPC (2029) traffic. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2029 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TA (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2029 conditions.

EXHIBIT 1-3 : STUDY AREA



- LEGEND:**
- = Existing Intersection Analysis Location
 - = Future Intersection Analysis Location

1.3 STUDY AREA

For the purposes of this TA, 16 study area intersections were selected for evaluation based on County Guidelines and consultation with County staff. (3) The 16 study area intersections shown in Exhibit 1-3 and listed in Table 1-1 have been selected for assessment based on the County’s analysis criteria of 50 or more peak hour trips. The study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7th Edition methodology.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection	ID	Intersection
1	Winchester Rd. (SR-79) & Florida Av. (SR-74)	9	Rota Dr. & Rose Rd.
2	Four Seasons Bl. & Florida Av. (SR-74)	10	Burgos Dr. & Rose Rd.
3	California Av. & Devonshire Av.	11	Myers St. & Rose Rd.
4	California Av. & Florida Av. (SR-74)	12	Myers St. & Devonshire Av.
5	Warren Rd. & Devonshire Av.	13	Myers St. & Florida Av. (SR-74)
6	Warren Rd. & Florida Av. (SR-74)	14	Acacia Av. & Florida Av. (SR-74)
7	Old Warren Rd. & Celeste Rd./Rose Rd.	15	Cawston Av. & Devonshire Av.
8	Old Warren Rd. & Devonshire Av.	16	Cawston Av. & Florida Av. (SR-74)

1.4 GENERAL PLAN CONSISTENCY REQUIREMENTS FOR INTERSECTIONS

This section provides a brief overview of the intersection LOS deficiencies identified in this report. The LOS standards used for this assessment are consistent with those identified in the City of Hemet General Plan. (1) Section 2 *Methodologies* provides a detailed explanation on the methodologies used for this assessment, while Section 3 *Area Conditions*, Section 5 *EAP (2029) Traffic Conditions*, and Section 6 *EAPC (2029) Traffic Conditions* include the operations analysis results for each analysis scenario. Additionally, a summary of the peak hour LOS analysis results is presented in Table 1-2.

1.4.1 EXISTING (2024) CONDITIONS

The assessment of Existing (2024) traffic conditions is performed to establish a baseline of current LOS operations from which the effects of the Project’s future contribution of traffic can be measured. The study area intersections were found to currently operate at an acceptable LOS (i.e., at or above the County of Riverside’s adopted General Plan thresholds) during the peak hours, with the exception of the following intersection:

- Warren Road & Devonshire Avenue (#5) – LOS F AM and PM peak hours

1.4.2 EAP AND EAPC (2029) CONDITIONS

An assessment of Opening Year and Cumulative traffic conditions is performed to identify whether the traffic contribution associated with the Project and that of other reasonably foreseeable future development projects in the area have the potential to cause intersection LOS to fall below the City’s adopted thresholds. The Project’s contribution to these forecasted LOS deficiencies is typically addressed through fee payments to an established fee program (both local and regional).

The results of the LOS assessments for EAP and EAPC (2029) traffic conditions are also summarized in Table 1-2, while Section 5 *EAP (2029) Traffic Conditions*, and Section 6 *EAPC (2029) Traffic Conditions* provide a more detailed list of the forecast LOS deficiencies.

TABLE 1-2: SUMMARY OF LOS

	Existing (2024)	EAP (2029)	EAPC (2029)
1 Winchester Rd. (SR-79) & Florida Av. (SR-74)	●	●	●
2 Four Seasons Bl. & Florida Av. (SR-74)	●	●	●
3 California Av. & Devonshire Av.	●	●	●
4 California Av. & Florida Av. (SR-74)	●	●	●
5 Warren Rd. & Devonshire Rd.	●	●	●
6 Warren Rd. & Florida Av. (SR-74)	●	●	●
7 Old Warren Rd. & Celeste Rd. / Rose Rd.	●	●	●
8 Old Warren Rd. & Devonshire Rd.	●	●	●
9 Rota Dr. & Rose Rd.	N/A	●	●
10 Burgos Dr. & Rose Rd.	N/A	●	●
11 Myers St. & Rose Rd.	N/A	●	●
12 Myers St. & Devonshire Rd.	●	●	●
13 Myers St. & Florida Av. (SR-74)	●	●	●
14 Acacia Av. & Florida Av. (SR-74)	●	●	●
15 Cawston Av. & Devonshire Rd.	●	●	●
16 Cawston Av. & Florida Av. (SR-74)	●	●	●

LEGEND:

- ◐ = AM Peak Hour
- ◑ = PM Peak Hour
- = A-D
- = E
- = F

1.5 RECOMMENDATIONS

1.5.1 INTERSECTION IMPROVEMENT RECOMMENDATIONS NECESSARY TO MAINTAIN GENERAL PLAN CONSISTENCY

The summary of intersection improvement recommendations to maintain General Plan LOS standards for EAP (2029) and EAPC (2029) are listed in Table 1-3.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

ID	Intersection	Existing (2024)	EAP (2029)	EAPC (2029)	Improvements in DIF, TUMF, etc. ¹	Project Fair Share % ²
1	Winchester Rd. (SR-79) & Florida Av. (SR-74)	None	None	Add 3rd EB through lane Add 3rd WB through lane	TUMF TUMF	3.7%
3	California Av. & Devonshire Av.	None	Install a traffic signal	Same	No	7.2%
4	California Av. & Florida Av. (SR-74)	None	None	Add 3rd EB through lane Add 3rd WB through lane	TUMF TUMF	3.5%
5	Warren Rd. & Devonshire Av.	Install a traffic signal	Same	Same Add NB left turn lane Add SB left turn lane Add 2nd NB through lane Add 2nd SB through lane	DIF No No TUMF TUMF	7.6%
6	Warren Rd. & Florida Av. (SR-74)	None	None	Add 3rd EB through lane Add 3rd WB through lane Add 2nd EB left turn lane Add 2nd WB left turn lane	TUMF No No No	2.9%
12	Myers St. & Devonshire Av.	None	Install a traffic signal	Install a traffic signal Add EB left turn lane Add WB left turn lane	No No No	14.3%

¹ Improvements included in City DIF/WRCOG TUMF programs have been identified as such. Program improvements constructed by the Project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.

² See Table 7-1 for Fair Share Calculations

1.5.2 ON-SITE CIRCULATION RECOMMENDATIONS

The following recommendations, based on the improvements needed to accommodate site access and maintain acceptable peak hour LOS at site access and on-site intersections, are described below and shown in Exhibit 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2 for EAPC (2029) traffic conditions. No site adjacent queues are anticipated with the proposed improvements.

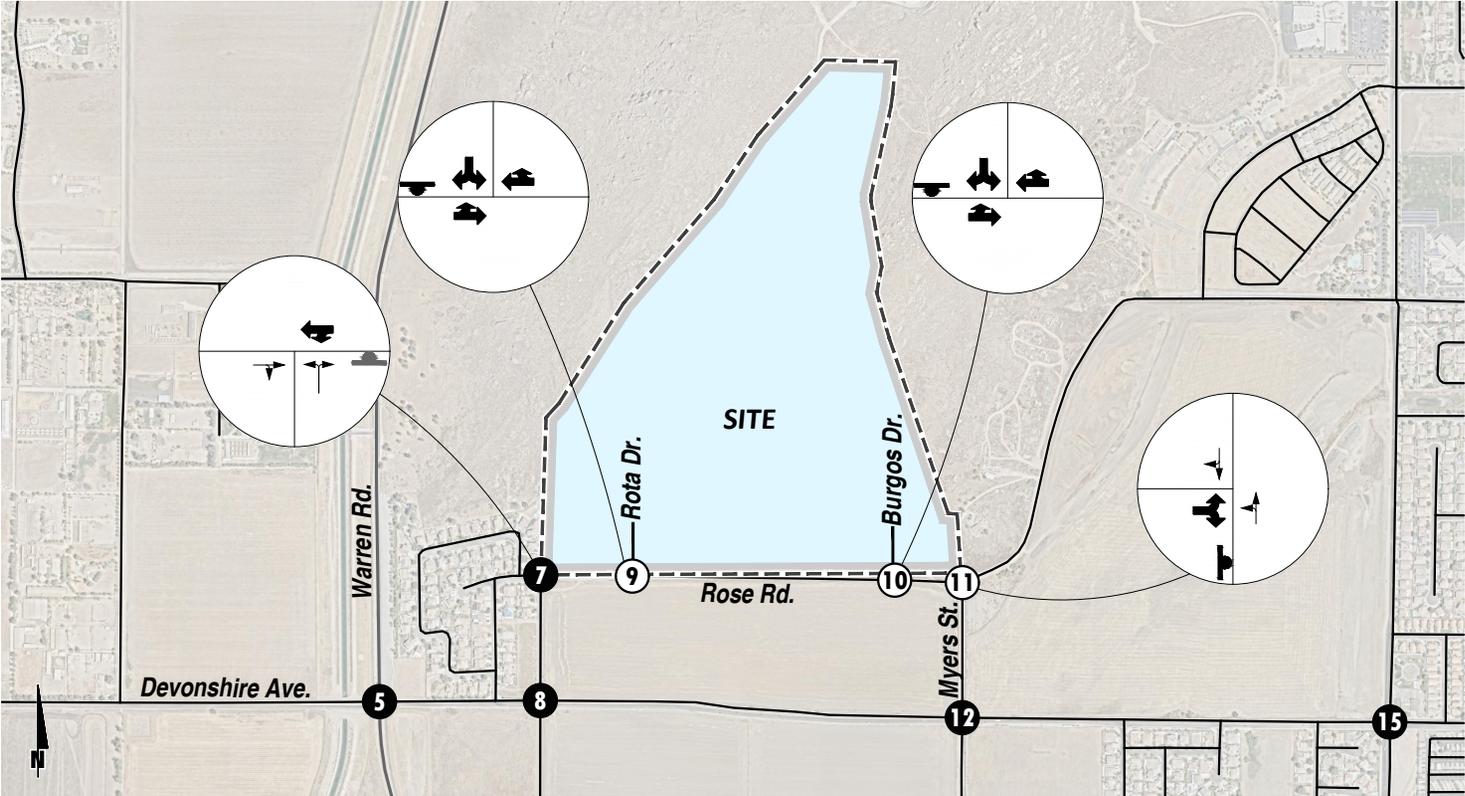
Recommendation 1 – Old Warren Road & Celeste Road/Rose Road (#7) – The following improvement is necessary to accommodate site access:

- Project to construct a westbound shared left-through lane.

Recommendation 2 – Rota Drive & Rose Road (#9) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a southbound shared left-right turn lane (Project Driveway).
- Project to construct an eastbound shared left-through lane.
- Project to construct a westbound shared through-right turn lane.

EXHIBIT 1-4 : SITE ACCESS RECOMMENDATIONS



- LEGEND:**
- = Existing Intersection Analysis Location
 - = Future Intersection Analysis Location
 - = Existing Stop Sign
 - = Existing Lane
 - = Proposed Stop Sign
 - = Proposed Lane

Recommendation 3 – Burgos Drive & Rose Road (#10) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and a southbound shared left-right turn lane (Project Driveway).
- Project to construct an eastbound shared left-through lane.
- Project to construct a westbound shared through-right turn lane.

Recommendation 3 – Myers Street & Rose Road (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and an eastbound shared left-right turn lane.

Recommendation 4 – Rose Road is an east-west oriented roadway located on the Project’s southern boundary. Project to construct Rose Road at its ultimate half-width from Rota Drive to Myers Street consistent with the County’s standards. Project to provide an additional 12 feet of pavement on the south side of Rose Road in order to facilitate site access.

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

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

1.6 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues, for both on-site roadways (Project design features) and off-site interchange off-ramp queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals.

The results of the site adjacent queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 and shown on Table 1-4 for EAPC (2029) traffic conditions and have been used to verify the recommended site access improvements to be completed as part of the Project, as discussed in Section 1.5.2 *On-Site Circulation Recommendations*.

TABLE 1-4: PEAK HOUR QUEUING ANALYSIS FOR SITE ADJACENT INTERSECTIONS

Intersection	Movement	95th Percentile Queue (Feet)	
		AM Peak Hour	PM Peak Hour
Old Warren Rd. & Celeste Rd./Rose Rd. (#7)	NBL/R	48	52
	EBT/R	0	0
	WBL/T	15	11
Rota Dr. & Rose Rd. (#9)	SBL/R	46	46
	EBL/T	10	17
	WBT/R	0	0
Burgos Dr. & Rose Rd. (#10)	SBL/R	47	48
	EBL/T	0	14
	WBT/R	0	0
Myers St. & Rose Rd. (#11)	NBL/T	12	26
	SBT/R	0	0
	EBL/R	47	44

2 METHODOLOGIES

This section of the report presents the methodologies used to perform this TA. The methodologies described are consistent with City Guidelines and County Guidelines. (2) (3)

2.1 LEVEL OF SERVICE

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

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 7th Edition [Highway Capacity Manual](#) (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (5) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside requires signalized intersection operations analysis based on the methodology described in the HCM. (5) Intersection LOS operations are based on an intersection's average control delay. Control delays include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

The traffic modeling and signal timing optimization software package Synchro (Version 12) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

A saturation flow rate of 1900 has been utilized for all study area intersections located within the study area. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., $PHF = [Hourly\ Volume] / [4 \times Peak\ 15\ minute\ Flow\ Rate]$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 7th Edition

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

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 7th Edition

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

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (6)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Rural warrants have been used where posted speed limits on the major roadways with unsignalized intersections are over 40 miles per hour while urban warrants have been used where speeds are 40 miles per hour or below.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersections listed in Table 2-3.

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
3	California Av. & Devonshire Av.
5	Warren Rd. & Devonshire Av.
7	Old Warren Rd. & Celeste Rd./Rose Rd.
8	Old Warren Rd. & Devonshire Av.
9	Rota Dr. & Rose Rd.
10	Burgos Dr. & Rose Rd.
11	Myers St. & Rose Rd.
12	Myers St. & Devonshire Av.

Acacia Avenue & Florida Avenue (SR-74) (#14) has not been evaluated for traffic signal warrants since the intersection is restricted access (right-in/right-out only) and is not a suitable location for the installation of a traffic signal. The traffic signal warrant analyses are presented in Section 3 *Area Conditions*, Section 5 *EAC (2029) Traffic Conditions*, and Section 6 *EAPC (2029) Traffic Conditions*. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

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

2.4.1 CITY OF HEMET

Per the City of Hemet General Plan, the City has established a peak hour LOS D or better as acceptable for all peak-hour intersection movements. (1) Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

2.4.2 COUNTY OF RIVERSIDE

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

- The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:
 - a) LOS C shall apply to all development proposals in any area of Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
 - b) LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
 - c) LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

The applicable minimum LOS to be utilized for the purposes of this TA is LOS D.

2.4.3 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with the County of Riverside and City of Hemet.

2.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following thresholds of significance will be utilized:

2.5.1 CITY OF HEMET

The City does not have deficiency criteria identified so the County's will be utilized.

2.5.2 COUNTY OF RIVERSIDE

The following deficiency criteria have been utilized for the County of Riverside. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes peak hour trips to pre-project traffic conditions.

2.6 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the City DIF and/or County TUMF programs will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{EAPC (2029) Total Traffic} - \text{Existing (2024) Traffic})$$

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3 AREA CONDITIONS

This section provides a summary of the existing circulation network and the City of Hemet General Plan Circulation Network.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the Scoping Agreement with City of Hemet staff (Appendix 1.1), the study area includes a total of 16 existing and future intersections as shown previously in Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified in the City of Hemet General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Hemet General Plan Circulation Element. (1)

Arterials are six-lane roads with a median and a 130- to 140-foot right-of-way and a 102- to 112-foot curb-to-curb measurement. These roadways are intended to have a somewhat limited amount of access. The following study area roadways within the City of Hemet are classified as Arterials:

- Warren Road
- Florida Avenue, west of Cawston Avenue

Major roadways are four-lane streets with a landscaped median, a 98- to 108-foot right-of-way, and a 78-foot curb-to-curb measurement. These roadways are intended to have design speeds based on greater sight distance, curves that are less acute, restricted access, and greater distance between intersection crossings. The following study area roadway within the City of Hemet is classified as a Major roadway:

- Florida Avenue, east of Cawston Avenue

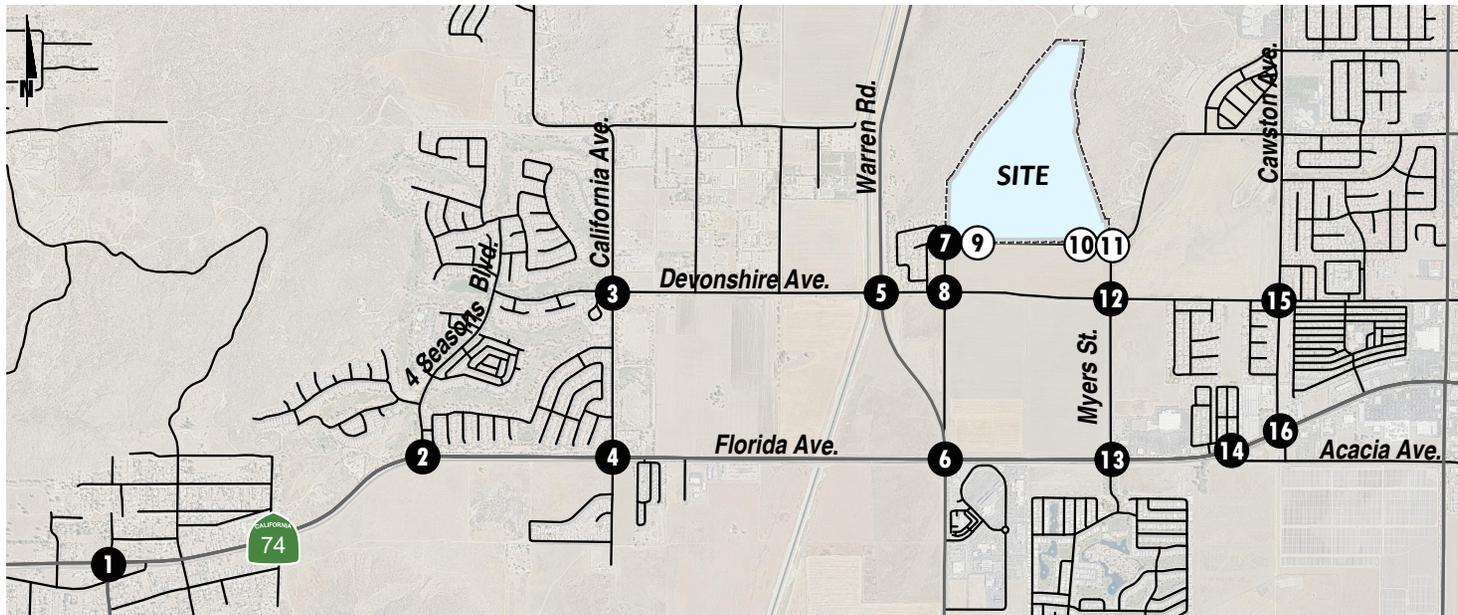
Secondary streets are four-lane streets, a 94-foot right-of-way, and a 64- to 70-foot curb-to-curb measurement. The following study area roadways within the City of Hemet are classified as a Secondary street:

- Devonshire Avenue
- Myers Street
- Cawston Avenue
- California Avenue

Collectors are two-lane roadways (possibly including a painted median) with a 66- to 74-foot right-of-way and a 44-foot curb-to-curb measurement. These roadways link the local street system to the arterial and major system. The following study area roadway is classified as a Collector:

- Acacia Avenue, between Florida Avenue and Cawston Avenue

EXHIBIT 3-1 : EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- 0** = Existing Intersection Analysis Location
- = Future Intersection Analysis Location
- = Existing Traffic Signal
- = Existing All-Way Stop
- = Existing Stop Sign
- = Existing Lane

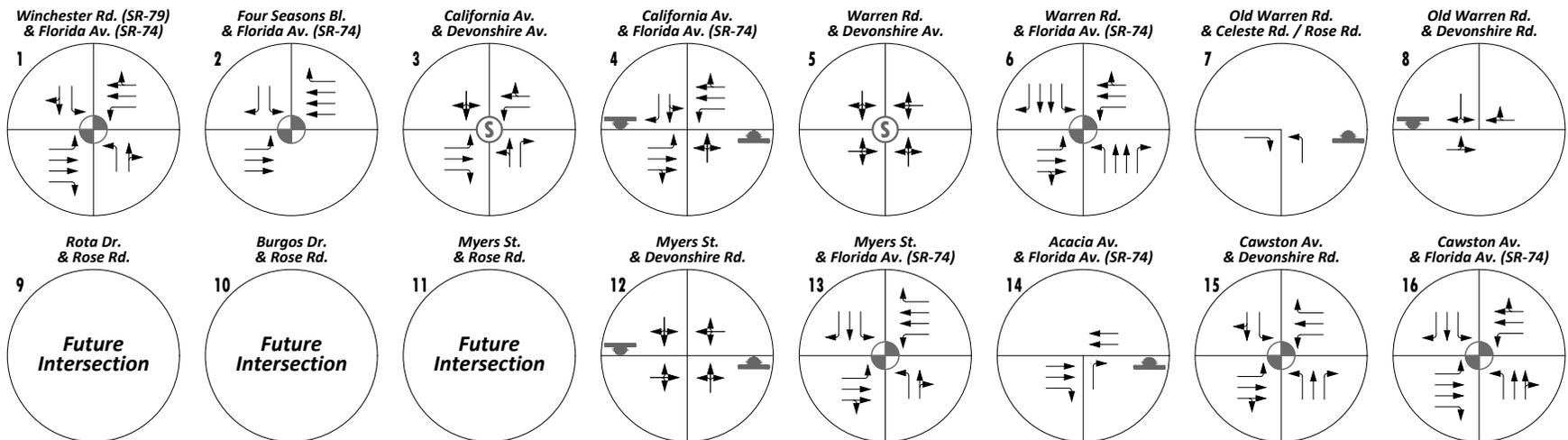
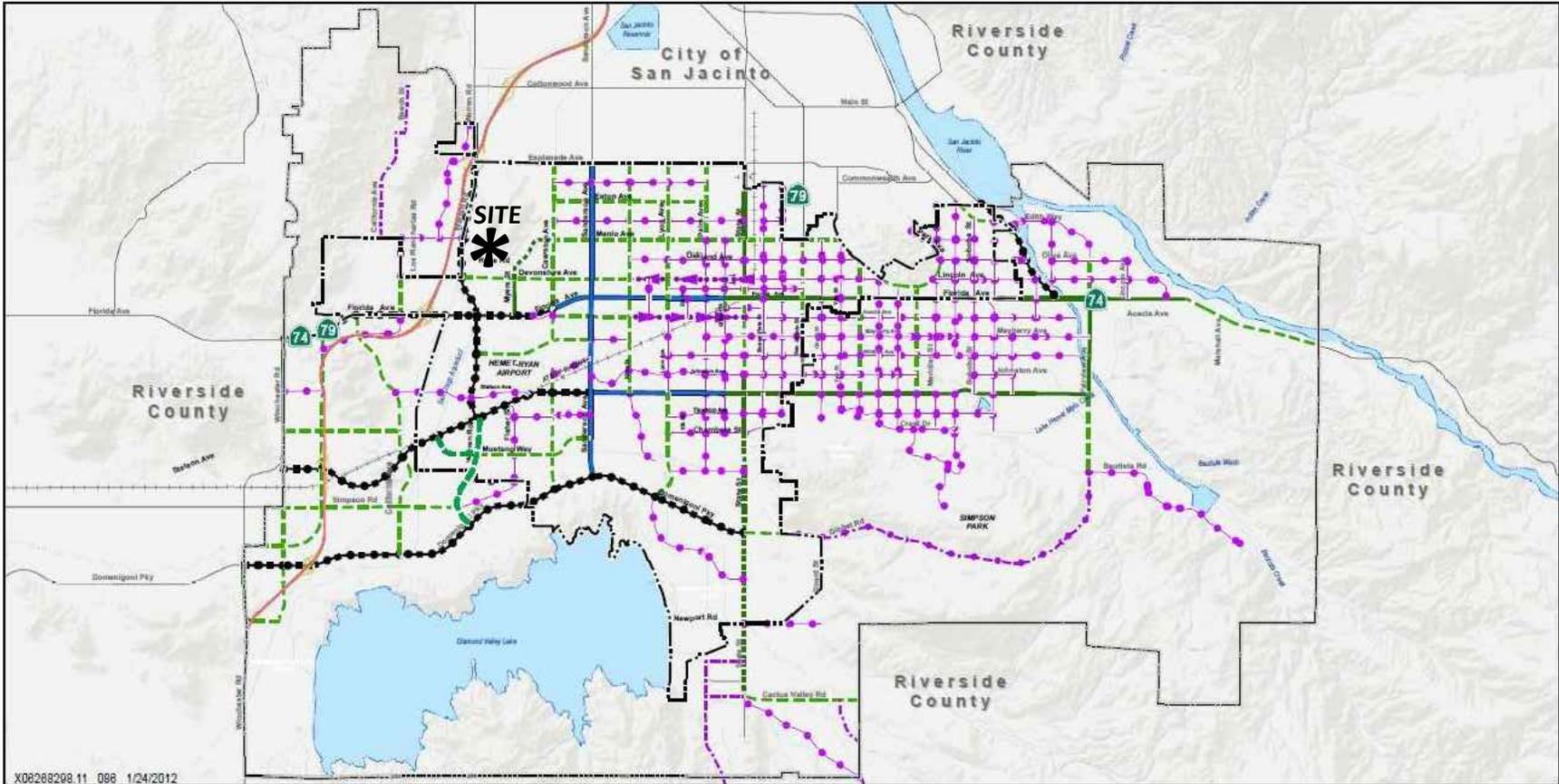


EXHIBIT 3-2 : CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT



XD268298.11 086 1/24/2012



Sources:
Census Tiger Line Data 2005
Urban Crossroads 2011
ESRI 2010



LEGEND

Circulation System

- Arterial 6D
- Major 4D-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D

- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U

- SR-79 Realignment
- Expressway
- Ramps

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Note: The ultimate design and alignment of the proposed Hwy 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure, including existing and proposed roadway connections in the vicinity of the proposed Hwy 79, and may or may not include the Tres Cerritos Avenue offramp.

Last Updated:
GPA 15-002 February 23, 2021

Figure 4.1
ROADWAY CIRCULATION
MASTER PLAN
Hemet General Plan

3.3 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-3 shows the County of Riverside General Plan Circulation Element (San Jacinto Valley Area Plan Circulation). (7)

3.4 BICYCLE & PEDESTRIAN FACILITIES

The Project concept plans do not indicate facilities or operations that would conflict with or obstruct provisions of pedestrian and/or bicycle facilities. There are four bicycle facility classifications recognized by the City of Hemet. The following sections discuss the details for each of the four bicycle facility classifications.

3.4.1 CLASS I BIKEWAYS (BIKE PATHS)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

3.4.2 CLASS II BIKEWAYS (BIKE LANES)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. They are a minimum of four feet in width. However, if the bike lane is adjacent to on-street parking, a minimum width of five feet is recommended. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

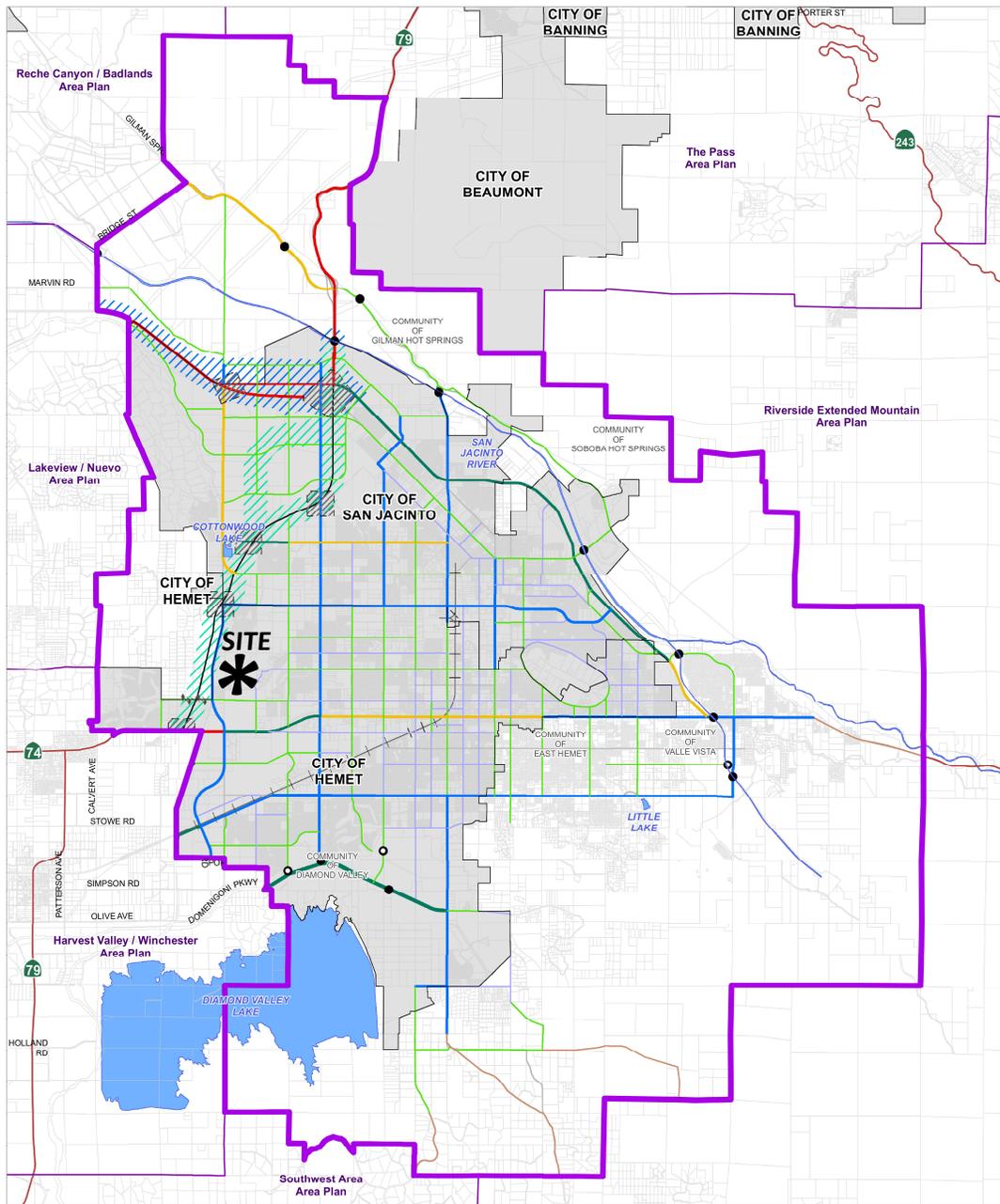
3.4.3 CLASS III BIKEWAYS (BIKE ROUTES)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

3.4.4 CLASS IV BIKEWAYS (SEPARATED BIKEWAYS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

EXHIBIT 3-3 : COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT



Data Source: Riverside County Transportation

- | | | |
|-----------------------------------|-------------------------------|--------------------|
| Freeway (Variable ROW) | East-West CETAP Corridor | Highways |
| Expressway (128' to 220' ROW) | SR-79 Re-alignment Study Area | Area Plan Boundary |
| Urban Arterial (152' ROW) | Proposed Interchange | City Boundary |
| Arterial (128' ROW) | Proposed Overpass/Underpass | Waterbodies |
| Major (118' ROW) | Existing Bridge | |
| Secondary (100' ROW) | Proposed Bridge | |
| Mountain Arterial 2 Ln (110' ROW) | Railroads Amended | |
| Collector (74' ROW) | | |

Figure 7

December 8, 2015

0 1 2 Miles

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



SAN JACINTO VALLEY
AREA PLAN
CIRCULATION

The City of Hemet bike networks are shown in Exhibit 3-4. Within the study area, a Class I (off-road) bike path is proposed along Myers Street, north of Devonshire Avenue, and a Class II (on-road, two way striped lanes) bike lane is proposed along the following roadways:

- Florida Avenue
- Devonshire Avenue
- Warren Road
- Myers Street
- Cawston Avenue

No Class IV bikeways are identified in the City of Hemet bike network, and no study area roadways are proposed as Class III bikeways.

3.4.5 PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and multi-use trails. Exhibit 3-5 illustrates the existing crosswalks throughout the study area. As shown in Exhibit 3-5, there are limited pedestrian facilities in place in the vicinity of the Project site. Under the assumption that pedestrian facilities will continue to be constructed as the study area develops, the Project will be part of a safe and efficient pedestrian network.

3.5 TRANSIT SERVICE

There are bus and regional transit service options available to the City of Hemet. Limited routes and transit options are available near the Project site. It is anticipated that new routes will be proposed to support the future development, but those routes have not been identified at this time. The Project concept plans do not indicate facilities or operations that would conflict with or obstruct provisions of transit service. Existing transit services and routes in the study area are shown in Exhibit 3-6.

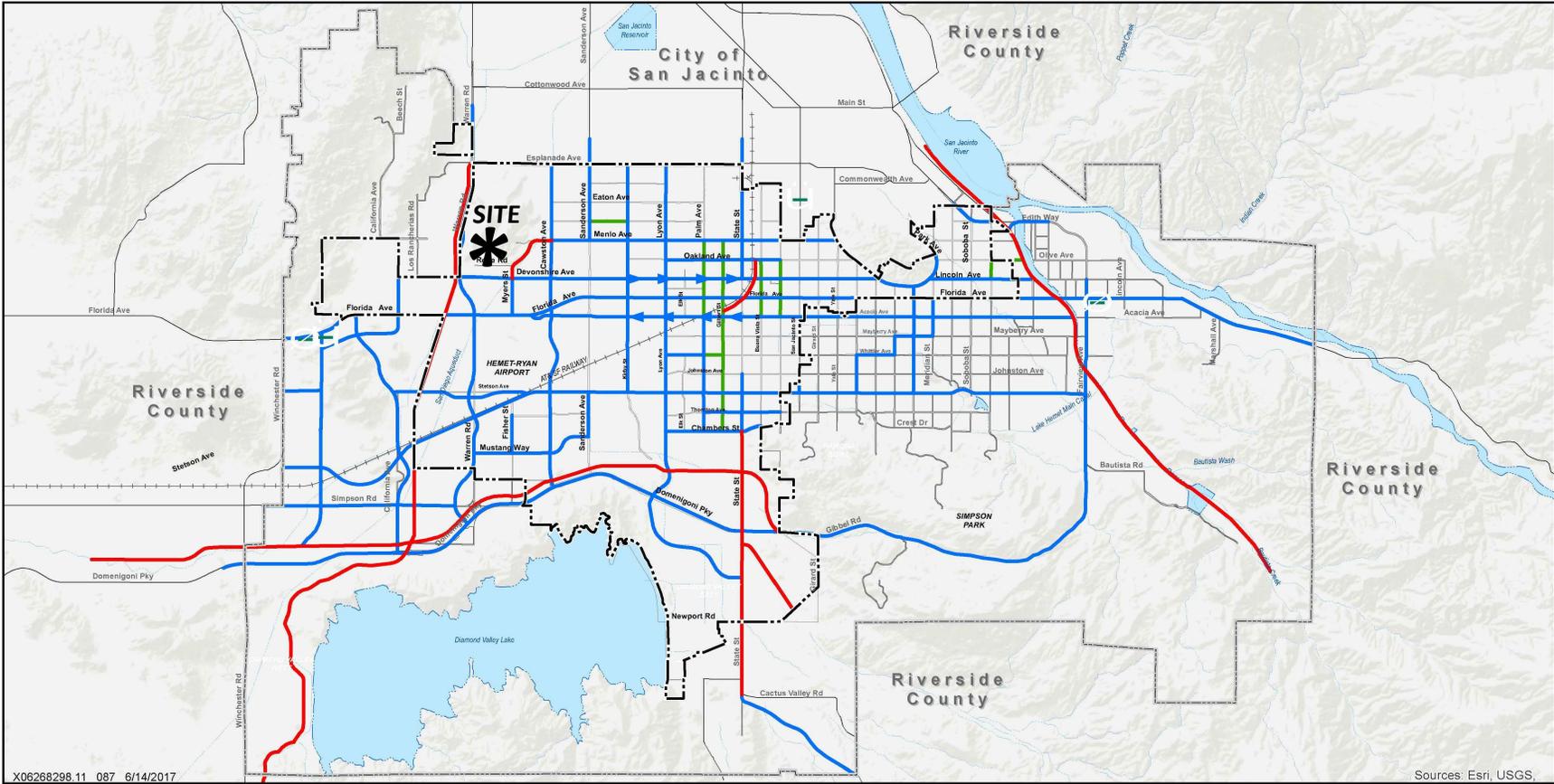
3.5.1 RIVERSIDE TRANSIT AGENCY (RTA)

The study area is currently served by the RTA. (8) RTA coordinates transit services throughout Riverside County. RTA provides local and regional services throughout the region with 33 fixed routes, four Commuter Link express routes, and Dial-A-Ride services using 334 vehicles.

RTA provides two GoMicro lines within the study area. GoMicro is RTA's on-demand service that offers shared rides. RTA Route 28 runs along Florida Avenue during weekdays, with a bus stop approximately half a mile south of the Project site, near the intersection of Myers Street and Florida Avenue. There is currently no bus service along the roadways adjacent to the Project.

Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

EXHIBIT 3-4 : CITY OF HEMET GENERAL PLAN BIKE NETWORK



X06268298.11 087 6/14/2017

Sources: Esri, USGS



Sources:
 Census Tiger Line Data 2005
 Urban Crossroads 2011
 ESRI 2010



LEGEND

Bikeways

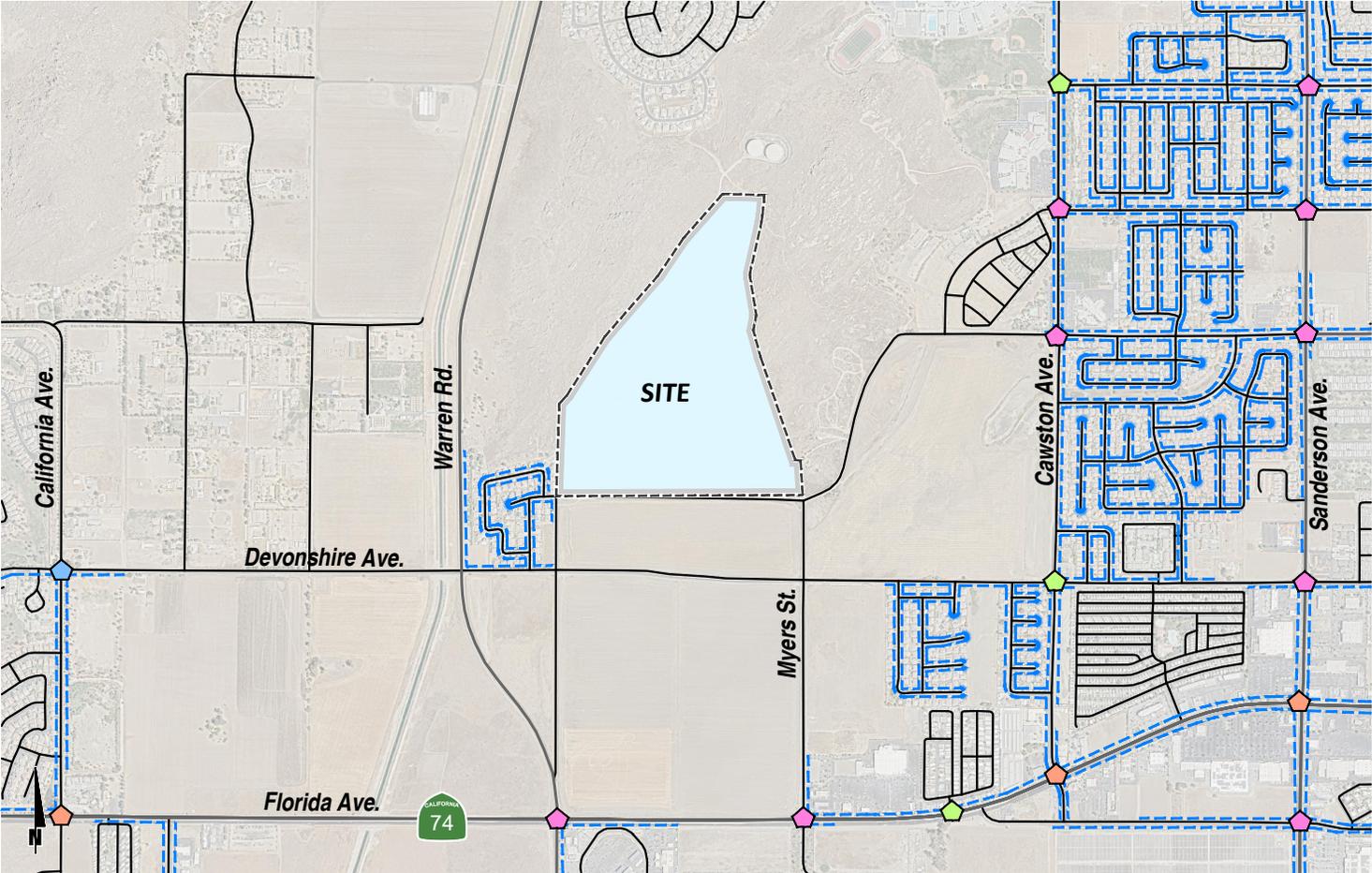
- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- ▶ Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)

- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

Last Update:
 4/11/2017
 GPA 16-001

Figure 4.5
 BIKEWAY CIRCULATION PLAN
 Hemet General Plan

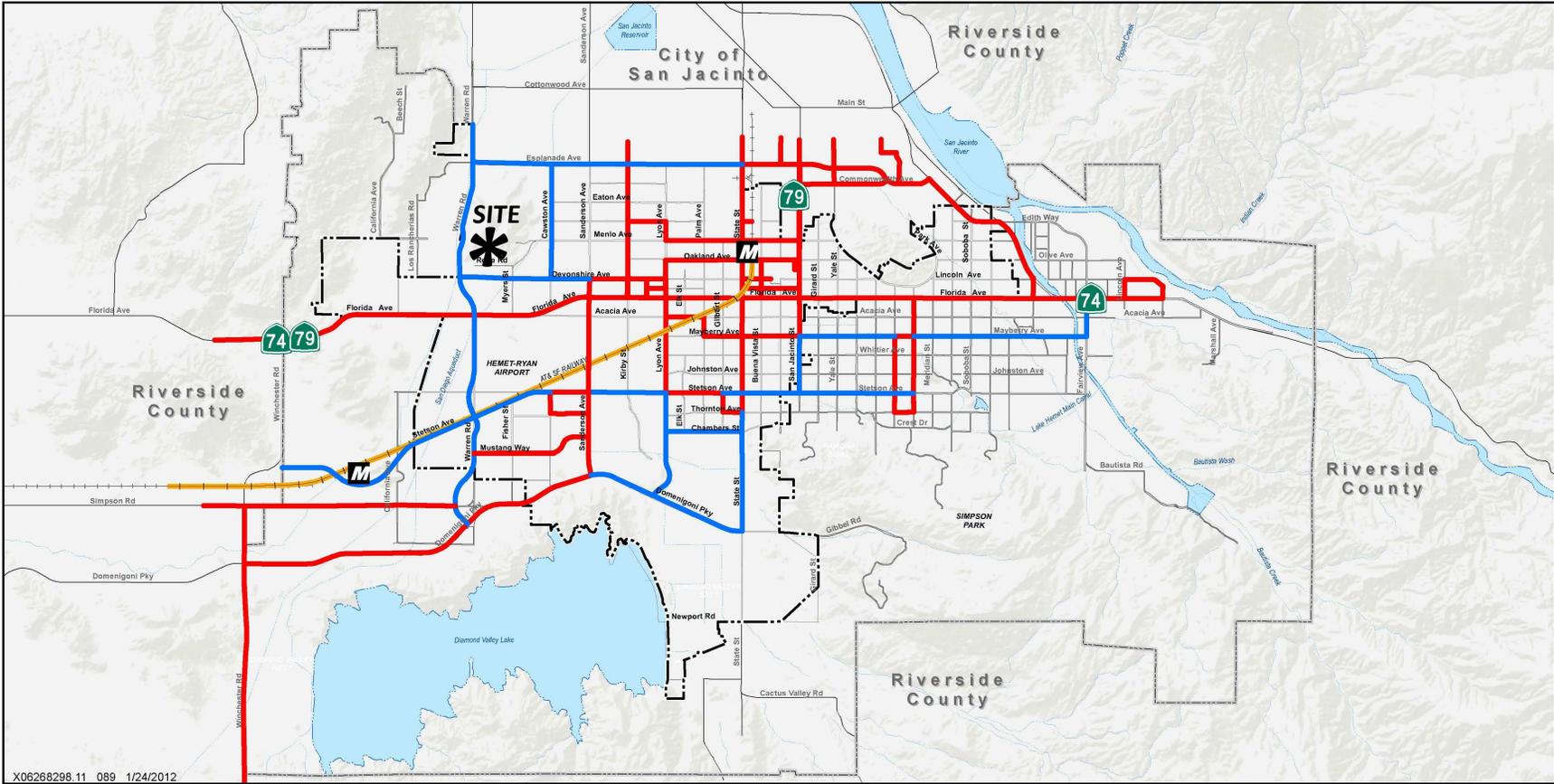
EXHIBIT 3-5 : EXISTING PEDESTRIAN FACILITIES



LEGEND:

-  = 1 Approach
-  = 2 Approaches
-  = 3 Approaches
-  = All Approaches
-  = Sidewalks

EXHIBIT 3-6 : EXISTING TRANSIT ROUTES



X06268298.11 089 1/24/2012



Sources:
Census Tiger Line Data 2005
Urban Crossroads 2011
ESRI 2010



LEGEND

- Existing Bus Route
- Potential Future Bus Service
- Future Commuter Rail
- Potential Future Metrolink Station
- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

Figure 4.4
TRANSIT SERVICE FEATURES
Hemet General Plan

3.5.2 METROLINK

Commuter train service in the City of Hemet is provided by Metrolink, which provides service throughout the Southern California region. The nearest Metrolink station is the Perris South station, located approximately 10 miles west of the Project site. 91/Perris Valley Line links Perris South to Union Station in downtown Los Angeles and various other destinations.

3.7 EXISTING (2024) TRAFFIC COUNTS

Existing traffic volumes observed during the peak hour conditions are based on traffic count data collected in April 2024 when local schools were in session and operating on normal bell schedules. Consistent with City Guidelines, the following peak periods were selected for analysis:

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

There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. Existing AM and PM peak hour intersection volumes and ADT volumes are shown in Exhibit 3-7. Where actual 24-hour tube count data was not available, existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 11.56 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.65 percent. As such, the above equation utilizing a factor of 11.56 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.65 percent (i.e., $1/0.0865 = 11.56$) and is assumed to sufficiently estimate ADT volumes for planning-level purposes.

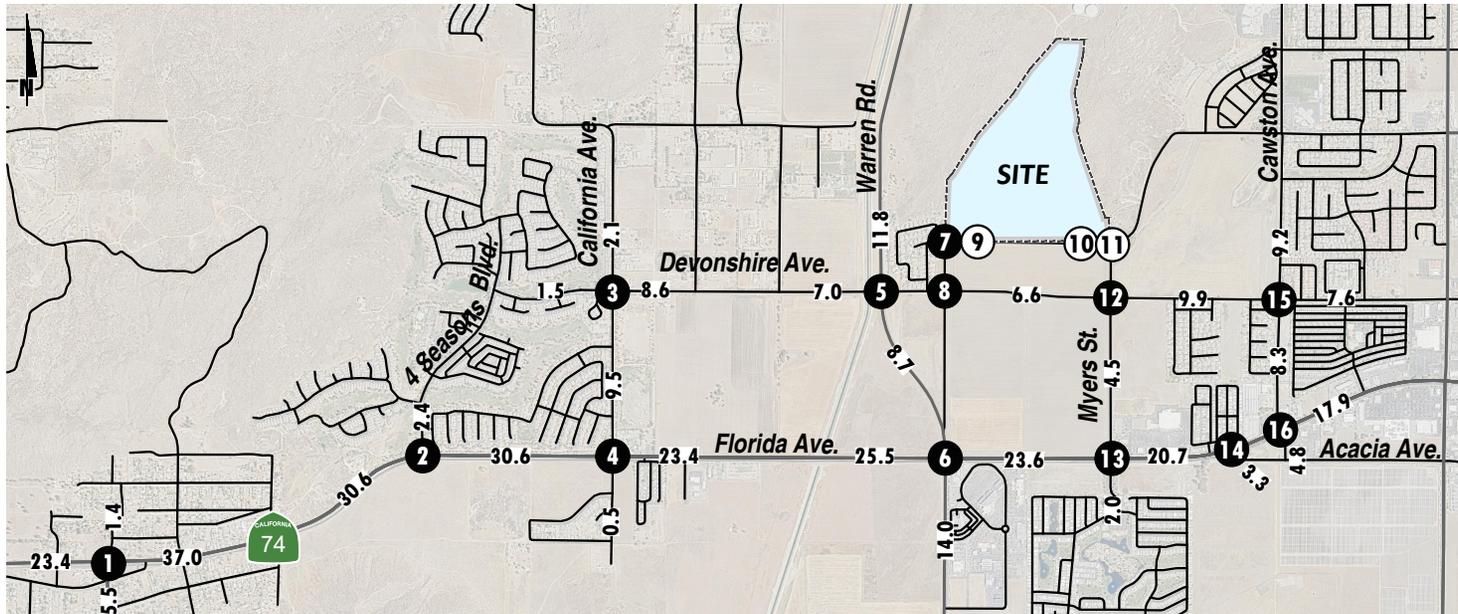
3.8 INTERSECTION OPERATIONS ANALYSIS

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

- Warren Rd. & Devonshire Av. (#5) – LOS F AM and PM peak hours

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

EXHIBIT 3-7 : EXISTING (2024) TRAFFIC VOLUMES



LEGEND:

- 0** = Existing Intersection Analysis Location
- 0** = Future Intersection Analysis Location
- 00(00) = Peak Hour Volume AM(PM)
- 00 = Average Daily Traffic (ADT) In Thousands

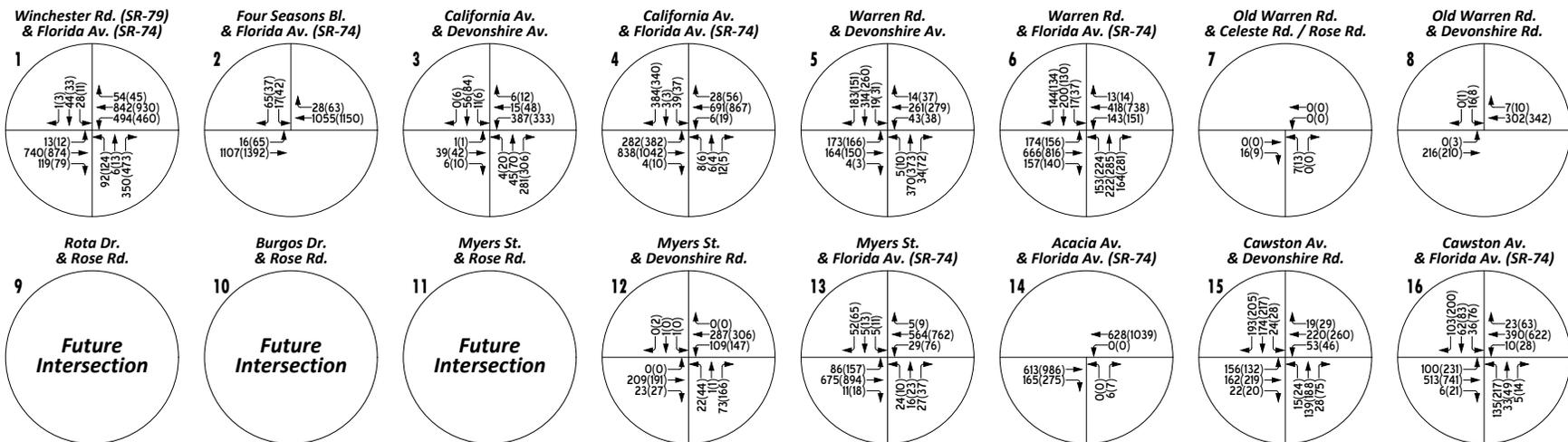


TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2024) CONDITIONS

# Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
		AM	PM	AM	PM
1 Winchester Rd. (SR-79) & Florida Av. (SR-74)	TS	22.6	28.7	C	C
2 Four Seasons Bl. & Florida Av. (SR-74)	TS	5.9	6.2	A	A
3 California Av. & Devonshire Av.	AWS	24.3	16.1	C	C
4 California Av. & Florida Av. (SR-74)	TS	21.0	30.5	C	C
5 Warren Rd. & Devonshire Av.	AWS	>100.0	102.0	F	F
6 Warren Rd. & Florida Av. (SR-74)	TS	24.4	29.1	C	C
7 Old Warren Rd. & Celeste Rd./Rose Rd.	CSS	0.0	0.0	A	A
8 Old Warren Rd. & Devonshire Av.	CSS	13.0	13.1	B	B
9 Rota Dr. & Rose Rd.		Future Intersection			
10 Burgos Dr. & Rose Rd.		Future Intersection			
11 Myers St. & Rose Rd.		Future Intersection			
12 Myers St. & Devonshire Av.	CSS	19.3	18.8	C	C
13 Myers St. & Florida Av. (SR-74)	TS	12.1	15.3	B	B
14 Acacia Av. & Florida Av. (SR-74)	CSS	11.1	13.7	B	B
15 Cawston Av. & Devonshire Av.	TS	8.3	9.3	A	A
16 Cawston Av. & Florida Av. (SR-74)	TS	17.1	23.6	B	C

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

¹ Per the Highway Capacity Manual (7th Edition), overall average intersection Delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay

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

3.9 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following intersections currently meet a traffic signal warrant under Existing (2024) traffic conditions:

- California Avenue & Devonshire Avenue (#3)
- Warren Road & Devonshire Avenue (#5)
- Myers Street & Devonshire Avenue (#12)

Existing (2024) conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project’s trip assignment, onto the study area roadway network. The Project consists of the development of 269 single-family detached residential dwelling units and 4.15 acres of park use. The Project is proposed to be evaluated in a single phase with an anticipated Opening Year of 2029. Primary access to the Project site will be accommodated via Rota Drive and Burgos Drive onto Rose Road.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) were used to estimate the Project’s trip generation based on the Single Family Detached Housing (ITE Land Use Code 210) and Public Park (ITE Land Use Code 411) land use categories. (4) Trip generation rates are summarized in Table 4-1.

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are also shown in Table 4-1. The Project is anticipated to generate 2,542 two-way trip-ends per day with 188 AM peak hour trips and 253 PM peak hour trips.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use ¹	ITE		AM Peak Hour			PM Peak Hour			Daily
	Code	Units ²	In	Out	Total	In	Out	Total	
Single Family Detached Housing	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
Public Park	411	Acres	0.01	0.01	0.02	0.06	0.05	0.11	0.78

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

² DU = Dwelling Units

Tres Cerritos (TTM No. 31513)	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single Family Detached Housing	269 DU	49	139	188	159	94	253	2,538
Park	4.15 Acres	0	0	0	0	0	0	4
Project Total Trip Generation		49	139	188	159	94	253	2,542

¹ DU = Dwelling Units

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. Exhibit 4-1 shows the Project trip distribution patterns. Project trip distribution patterns are consistent with the residential distributions evaluated in the Tres Cerritos East Traffic Impact Analysis (dated August 9, 2007).

EXHIBIT 4-1 : PROJECT TRIP DISTRIBUTION



LEGEND:
10 = Car Percent To/From Project
→ = Trip Distribution

4.3 MODAL SPLIT

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

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project-only ADT and peak hour intersection turning movement volumes are shown in Exhibit 4-2.

4.5 BACKGROUND TRAFFIC

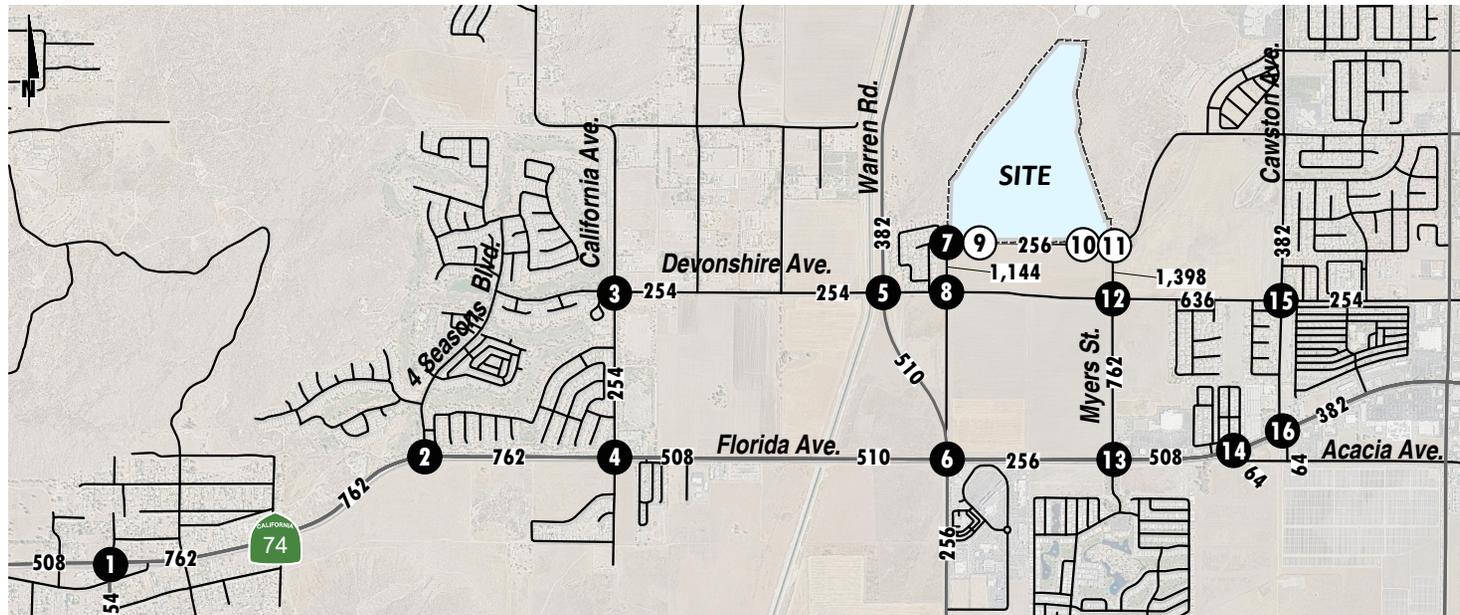
Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2029 conditions. The total ambient growth is 10.41% for 2029 traffic conditions (2% per year, compounded over 5 years). The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Hemet, County of Riverside, City of San Jacinto, and City of Menifee. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown in Exhibit 4-3, listed in Table 4-2, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative Only ADT and peak hour intersection turning movement volumes are shown in Exhibit 4-4.

EXHIBIT 4-2 : PROJECT ONLY TRAFFIC VOLUMES



LEGEND:

- = Existing Intersection Analysis Location
- = Future Intersection Analysis Location
- 00(00)** = Peak Hour Volume AM(PM)
- 00** = Average Daily Traffic (ADT)

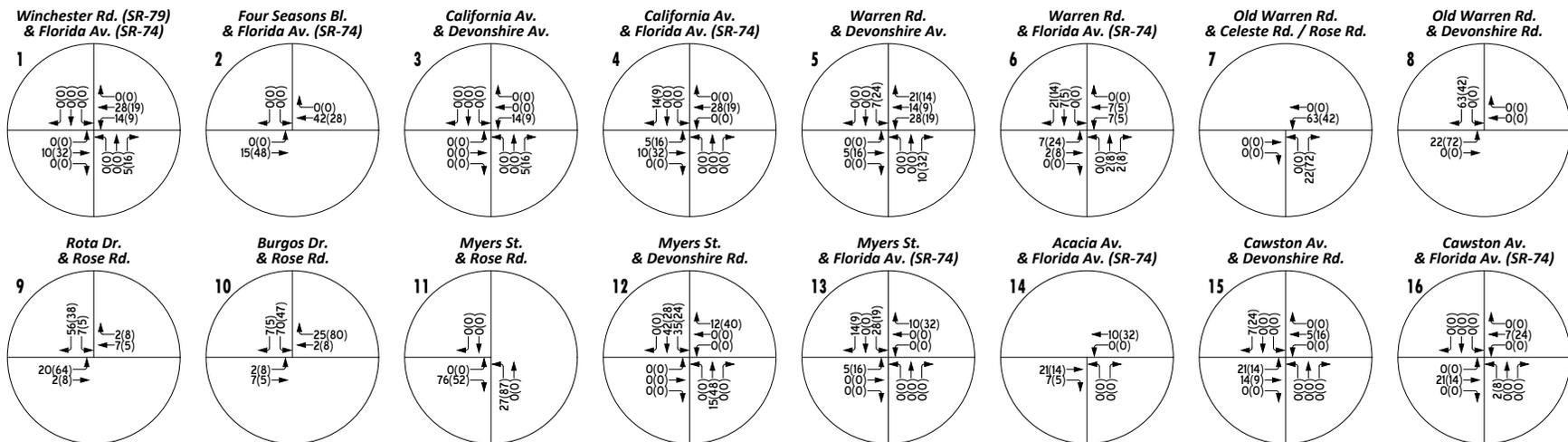


EXHIBIT 4-3 : CUMULATIVE DEVELOPMENT LOCATION MAP

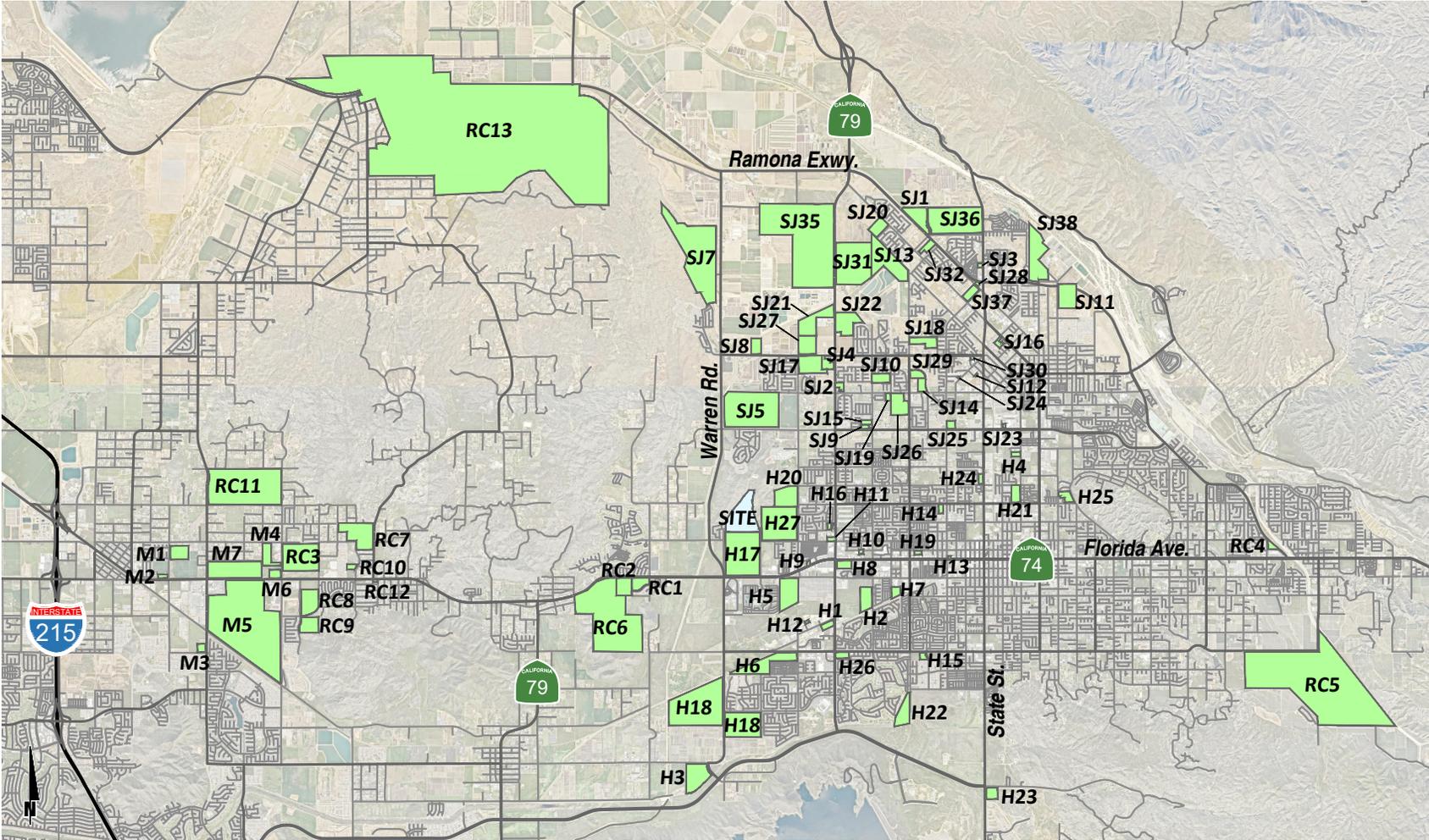
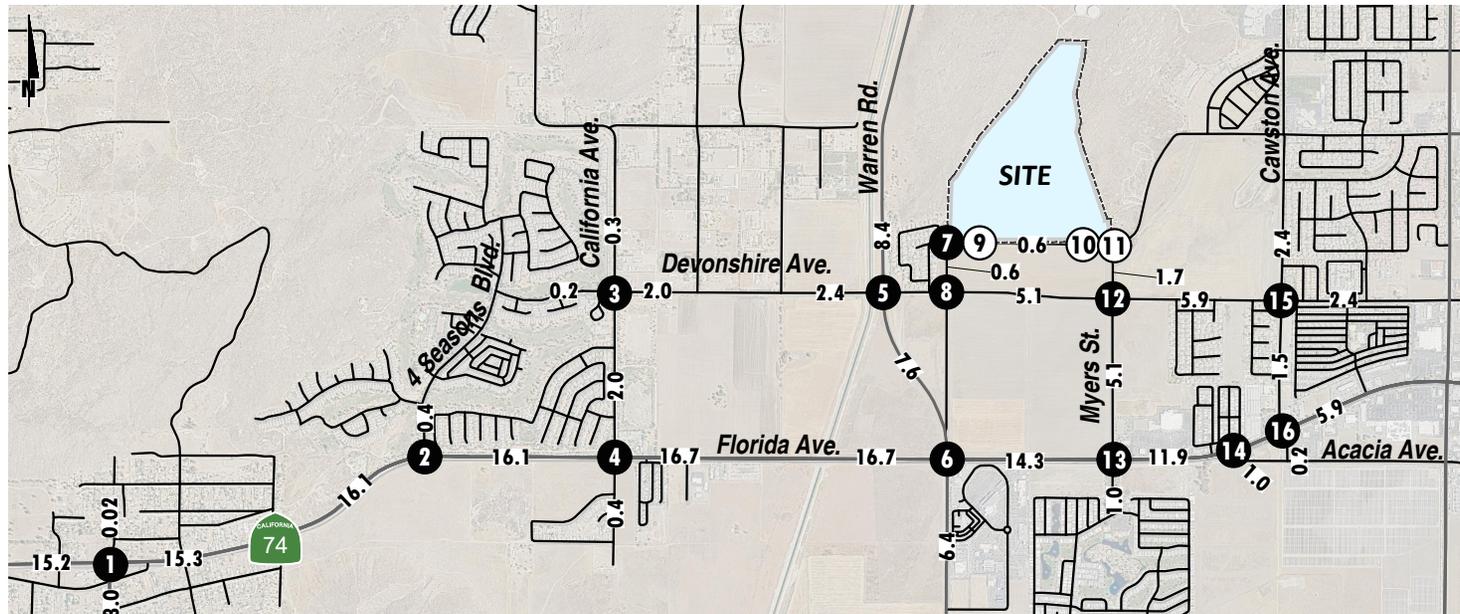


EXHIBIT 4-4 : CUMULATIVE ONLY TRAFFIC VOLUMES



LEGEND:

- 0** = Existing Intersection Analysis Location
- 0** = Future Intersection Analysis Location
- 00(00) = Peak Hour Volume AM(PM)
- 00 = Average Daily Traffic (ADT) in Thousands

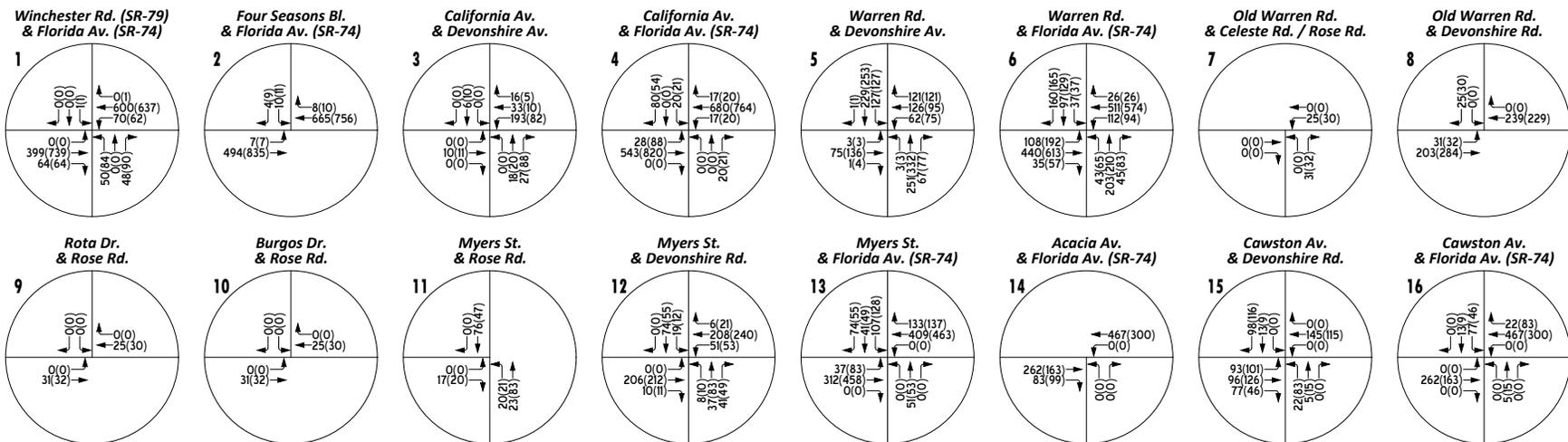


TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (1 OF 3)

#	Project/Location	Land Use	Quantity Units ¹
City of Hemet			
H1	National Tube Steel	Industrial	85.230 TSF
H2	Kirby Industrial	Warehousing	838.880 TSF
		Office	19.282 TSF
H3	Simpson Business Park	Warehousing	1,317.360 TSF
H4	Pacific Mobile Structure	Warehousing	52.386 TSF
		Office	12.386 TSF
H5	Hemet 63 Warehouse & Industrial	Warehousing	1,100.000 TSF
H6	Morgan Hill	Single-Family Residential	150 DU
H7	JD Fields & Company	Warehousing	22.000 TSF
H8	Dutch Bros	Coffee Shop with Drive-Thru	0.871 TSF
H9	Holiday Inn & Express	Hotel	80 DU
H10	Pacific Inland Healthcare	Elderly Care Facility	38.732 TSF
H11	Delfina at Devonshire	Apartments	61 DU
H12	Brightside Warehouse	Warehousing	10.000 TSF
H13	Express Car Wash - Palm	Car Wash	1 Tunnel
H14	Menlo Apartments	Apartments	105 DU
H15	High Pointe	Apartments	228 DU
H16	Copenhagen	Apartments	40 DU
H17	Ramona Creek	Residential	363 DU
H18	Rancho Diamante II (Lennar Homes) (50% Complete)	Single-Family Detached Residential	588 DU
		Shopping Center	100.000 TSF
H19	The Latham	Apartments	111 DU
H20	Tract 29843 (10% Complete)	Senior Residential	456 DU
H21	Santa Fe Pointe	Multi-Family Residential	241 DU
H22	TTM 24067	Single-Family Residential	82 DU
H23	TTM 37087	Single-Family Residential	259 DU
H24	TTM 24147-1	Single-Family Residential	193 DU
H25	800 N. Girard Street	Single-Family Residential	51 DU
H26	Stetson Corner	Gas Station with Convenience Market	12 VFP
		Car Wash	20 Stalls
		Fast-Food Restaurant with Drive-Thru	2.840 TSF
H27	Tres Cerritos East	Single-Family Residential	480 DU
		Townhomes / Condos	307 DU
County of Riverside			
RC1	TTM39062	Single-Family Residential	64 DU
RC2	TTM37737	Single-Family Residential	145 DU
RC3	Menifee North TTM37533 & TR29322 (Under Construction)	Single-Family Residential	561 DU
RC4	PPT200011	Multi-Family Residential	80 DU
RC5	Citrus Valley Specific Plan	Single-Family Residential	3,969 DU
		Multi-Family Residential	1,780 DU
		Senior Residential	550 DU
		Shopping Center	110.000 TSF
		Elementary Schools	1424 STU
		Park	74.2 AC
RC6	Emerald Acres Specific Plan	Single-Family Residential	391 DU
		Park	8.63 AC
		Shopping Center	70.000 TSF
RC7	Menifee North	Mini-Warehouse (Storage)	55.539 TSF
		Single-Family Detached Residential	316 DU
RC8	PPT210020, TTM37554, 37556, 37554, & 37556	Multi-family Housing	272 DU
RC9	TTM38007	Single-Family Detached Residential	133 DU
RC10	TR31820 (40% Complete)	Single-Family Detached Residential	17 DU
RC11	TR35045	Single-Family Detached Residential	712 DU

TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (2 OF 3)

#	Project/Location	Land Use	Quantity Units ¹
RC12	CUP180014	High Turnover Restaurant	5.000 TSF
		Shopping Center	5.000 TSF
		Office	5.000 TSF
RC13	The Villages of Lakeview	Multi-family Housing	8725 DU
		Office	825.000 TSF
		Retail	555.000 TSF
		School	114.2 AC
		Public Facilities	49.7 AC
	Open Space	82.0 AC	
City of Menifee			
M1	Countryside TTM 38132	Single-Family Detached Residential	169 DU
M2	Motte Country Plaza (PP2018-300)	Gas Station	12 VFP
		Drive-Thru Restaurant	3.838 TSF
M26	LDW TTM 38346	Condominiums	162 DU
M4	Harvest Glenn TTM 38133	Residential	145 DU
M5	Menifee Valley SP (Brookfield)	Residential	1,711 DU
M6	Harvest Glenn Marketplace	Fast-Food Restaurant With Drive-Thru Window	5.000 TSF
		Gas Station with Convenience Market	16 VFP
M7	HWY 74 and Menifee Road Commercial and Industrial Center	Commercial Buildings	81.000 TSF
		Industrial Buildings	1,500.000 TSF
City of San Jacinto			
SJ1	TTM 38019	Residential	149 DU
SJ2	Rancho Estudillo Plaza (Phase 2)	Car Wash	1 Tunnel
		Fast-Food Restaurant with Drive-Thru	5.100 TSF
SJ3	1310 N State Street	Medical Office	24.874 TSF
SJ4	Sanderson Crossroads Shopping Center	Shopping Center	20.000 TSF
		Restaurant/Retail	10.000 TSF
	Self-Storage Facility	194.103 TSF	
SJ5	Esplanade Specific Plan	Single-Family Residential	851 DU
		Multi-Family Residential	194 DU
		Active Park	10.0 AC
		Elementary School	600 STU
		Commercial Retail	283.500 TSF
SJ6	Starling Point	Single-Family Detached Residential	369 DU
SJ7	Warren Foothill Specific Plan/Tract Map	Single-Family Residential	917 DU
SJ8	Green Acres	Cannabis Cultivation	6.3 AC
SJ9	Kirby Villas	Single-Family Residential	27 DU
SJ10	TTM38339	Single-Family Residential	76 DU
SJ11	Tract 34271	Single-Family Residential	152 DU
SJ12	SJ Warehouse	Cannabis Cultivation and Distribution	11.008 TSF
SJ13	McLeish Ranch	Single-Family Residential	424 DU
SJ14	Rancho Madrina	Residential	150 DU
SJ15	Monte Vista	Single-Family Residential	36 DU
SJ16	P21-097	Single-Family Residential	44 DU
SJ17	TR 33420 A1	Residential	161 DU
SJ18	Bray Map	Single-Family Residential	181 DU
SJ19	TTM 37820	Single-Family Residential	16 DU
SJ20	Silver Beach Grand San Jacinto	Single-Family Residential	138 DU
SJ21	TS Farms	Cannabis Cultivation	60.5 AC

TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (3 OF 3)

#	Project/Location	Land Use	Quantity Units ¹
SJ22	The Sanderson Ranch	Single-Family Residential	90 DU
		Multi-Family Residential	6 DU
SJ23	We Architects Group	Cannabis Cultivation	18,534 TSF
SJ24	Soyland Industrial	Industrial	4,000 TSF
SJ25	Renaissance Valley Academy	Charter School	250 Stu
SJ26	TR 32247	Single-Family Residential	151 DU
SJ27	Rancho de Alamo	Residential	191 DU
SJ28	Dutch Bros	Coffee Shop with Drive-Thru	0.950 TSF
SJ29	TR 33716	Residential	49 DU
SJ30	33 Holdings Canna-Park	Cannabis Cultivation and Distribution	21,811 TSF
SJ31	P22-078 (TTM 38634)	Residential	820 DU
SJ32	TR 32080	Residential	33 DU
SJ33	Mountain Bridge	Single-Family Detached Residential	81 DU
SJ34	Ashford Pointe (40% Complete)	Single-Family Detached Residential	89 DU
SJ35	San Jacinto Commerce Center	Warehousing	4,279,895 TSF
		High-Cube Fulfillment Center (Non-Sort) Warehouse	1,001,695 TSF
		Industrial Park	2,167,810 TSF
		High-Cube Fulfillment Center (Sort) Warehouse	1,305,200 TSF
		General Light Industrial	245,400 TSF
SJ36	TR30598/SP 1-03	Residential	580 DU
SJ37	P21-056	Residential	13 DU
SJ38	TR 32376	Residential	337 DU

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

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5 EAP (2029) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2029) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2029) conditions are consistent with those shown previously in Exhibit 3-1, with the exception of the following:

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

5.2 EAP (2029) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2024) traffic volumes plus an ambient growth factor of 10.41% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2029) traffic conditions are shown in Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

EAP (2029) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 Methodologies of this TA. The intersection analysis results are summarized in Table 5-1 for EAP traffic conditions, which indicate that all of the study area intersections are anticipated to continue to operate at an acceptable LOS under EAP (2029) traffic conditions, with the exception of the following intersections:

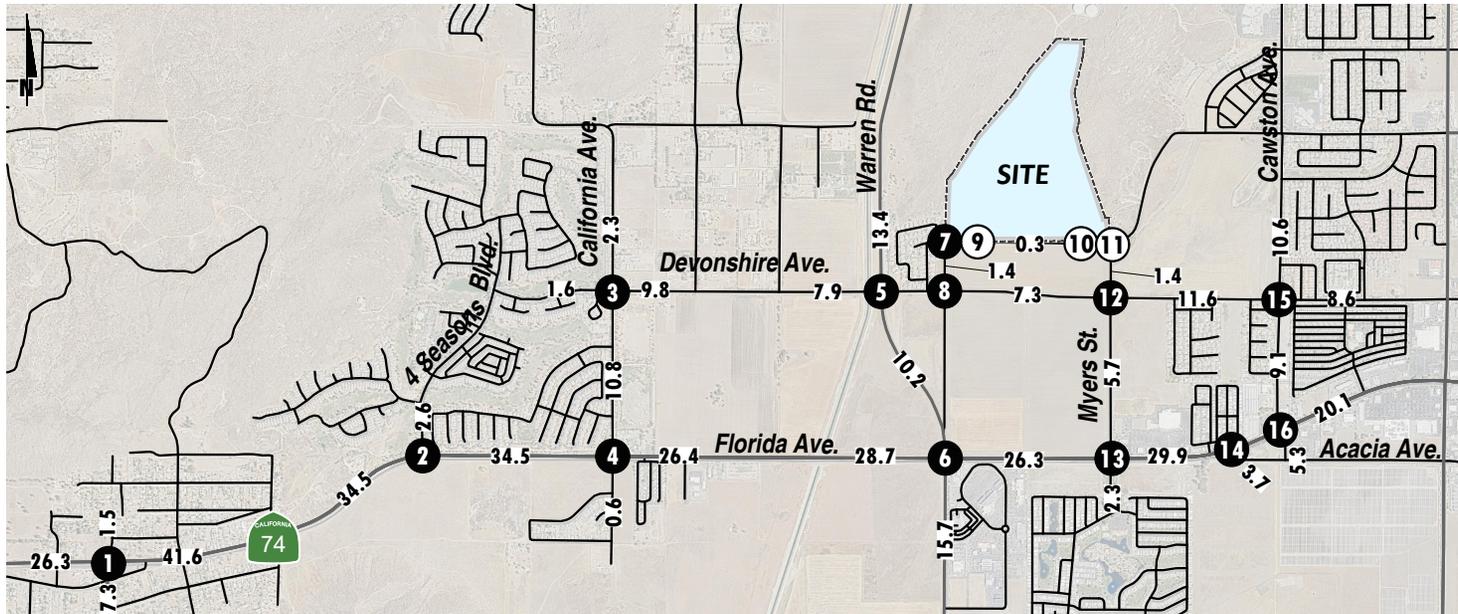
- California Avenue & Devonshire Avenue (#3) – LOS E AM peak hour only
- Warren Road & Devonshire Avenue (#5) – LOS F AM and PM peak hours
- Myers Street & Devonshire Avenue (#12) – LOS F PM peak hour only

The intersection operations analysis worksheets for EAP (2029) traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2029) traffic conditions are based on the peak hour intersection turning volumes or planning level ADT volume-based traffic signal warrants. No additional unsignalized study area intersections are anticipated to meet either peak hour volume or ADT volume-based warrants under EAP (2029) conditions (see Appendix 5.2).

EXHIBIT 5-1 : EAP (2029) TRAFFIC VOLUMES



LEGEND:

- 0** = Existing Intersection Analysis Location
- 0** = Future Intersection Analysis Location
- 00(00) = Peak Hour Volume AM(PM)
- 00 = Average Daily Traffic (ADT) in Thousands

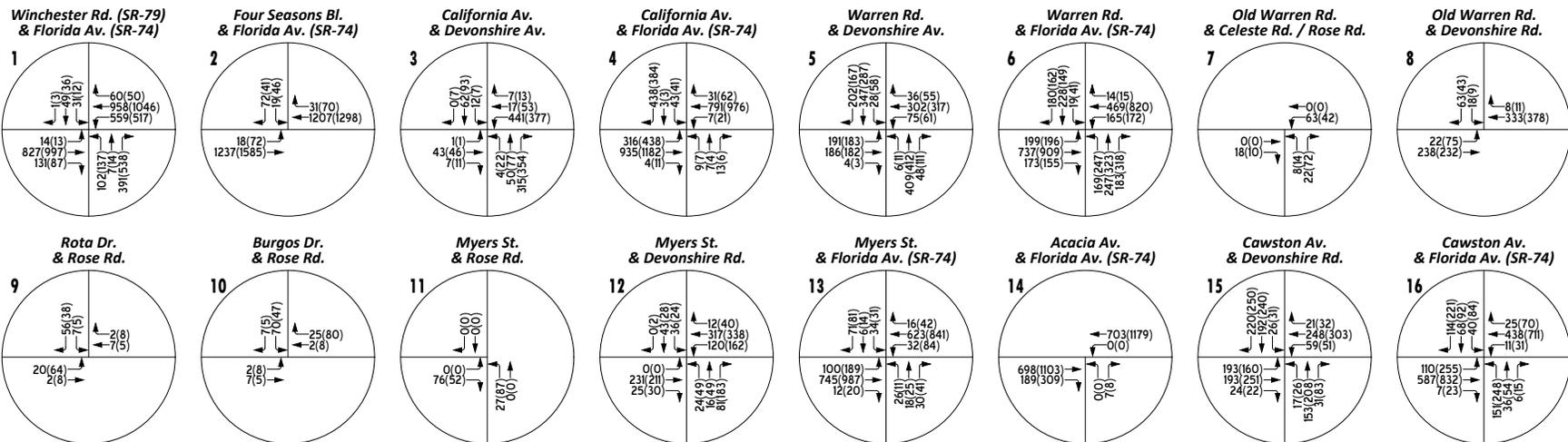


TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2029) CONDITIONS

# Intersection	Traffic Control ²	Existing (2024)				EAP (2029)			
		Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service	
		AM	PM	AM	PM	AM	PM	AM	PM
1 Winchester Rd. (SR-79) & Florida Av. (SR-74)	TS	22.6	28.7	C	C	32.9	48.3	C	D
2 Four Seasons Bl. & Florida Av. (SR-74)	TS	5.9	6.2	A	A	6.0	6.3	A	A
3 California Av. & Devonshire Av.	AWS	24.3	16.1	C	C	40.4	21.7	E	C
4 California Av. & Florida Av. (SR-74)	TS	21.0	30.5	C	C	27.5	46.9	C	D
5 Warren Rd. & Devonshire Av.	AWS	>100.0	102.0	F	F	>100.0	>100.0	F	F
6 Warren Rd. & Florida Av. (SR-74)	TS	24.4	29.1	C	C	26.7	36.2	C	D
7 Old Warren Rd. & Celeste Rd./Rose Rd.	CSS	0.0	0.0	A	A	8.8	8.8	A	A
8 Old Warren Rd. & Devonshire Av.	CSS	13.0	13.1	B	B	12.4	12.8	B	B
9 Rota Dr. & Rose Rd.	<u>CSS</u>	Future Intersection				8.6	8.7	A	A
10 Burgos Dr. & Rose Rd.	<u>CSS</u>	Future Intersection				9.0	9.1	A	A
11 Myers St. & Rose Rd.	<u>CSS</u>	Future Intersection				8.6	8.5	A	A
12 Myers St. & Devonshire Av.	CSS	19.3	18.8	C	C	34.4	80.0	D	F
13 Myers St. & Florida Av. (SR-74)	TS	12.1	15.3	B	B	13.6	17.2	B	B
14 Acacia Av. & Florida Av. (SR-74)	CSS	11.1	13.7	B	B	11.6	14.8	B	B
15 Cawston Av. & Devonshire Av.	TS	8.3	9.3	A	A	9.2	11.3	A	B
16 Cawston Av. & Florida Av. (SR-74)	TS	17.1	23.6	B	C	18.1	27.5	B	C

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

¹ Per the Highway Capacity Manual (7th Edition), overall average intersection Delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

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

5.5 DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of deficiencies and recommended improvements based on the County of Riverside deficiency criteria discussed in Section 2.5 *Deficiency Criteria*.

Intersection improvements necessary to improve Project-related traffic deficiencies are shown in Table 5-2. The improvements have been identified to improve the deficiencies back to acceptable levels. Worksheets for EAP (2029) conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.3.

TABLE 5-2: INTERSECTION ANALYSIS FOR EAP (2029) CONDITIONS WITH IMPROVEMENTS

# Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service			
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM		
		L	T	R	L	T	R	L	T	R	L	T	R						
3 California Av. & Devonshire Av.																			
- Without Improvements	AWS	0	1	1	0	1	0	1	1	1	1	1	1	1	0	40.4	21.7	E	C
- With Improvements	TS	0	1	1	0	1	0	1	1	1	1	1	1	1	0	18.5	16.2	B	B
5 Warren Rd. & Devonshire Av.																			
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	>100.0	>100.0	F	F
- With Improvements	TS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	17.4	14.7	B	B
12 Myers St. & Devonshire Av.																			
- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	34.4	80.0	D	F
- With Improvements	TS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	7.7	11.4	A	B

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

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

L = Left; T = Through; R = Right

² Per the Highway Capacity Manual (7th Edition), overall average intersection Delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

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

6 EAPC (2029) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2029) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2029) conditions are consistent with those shown previously in Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAPC (2029) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2029) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

6.2 EAPC (2029) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2024) traffic volumes plus an ambient growth factor of 10.41%, the addition of Project traffic, plus the addition of traffic generated by known cumulative development projects. The weekday ADT volumes and peak hour volumes which can be expected for EAPC (2029) traffic conditions are shown in Exhibit 6-1.

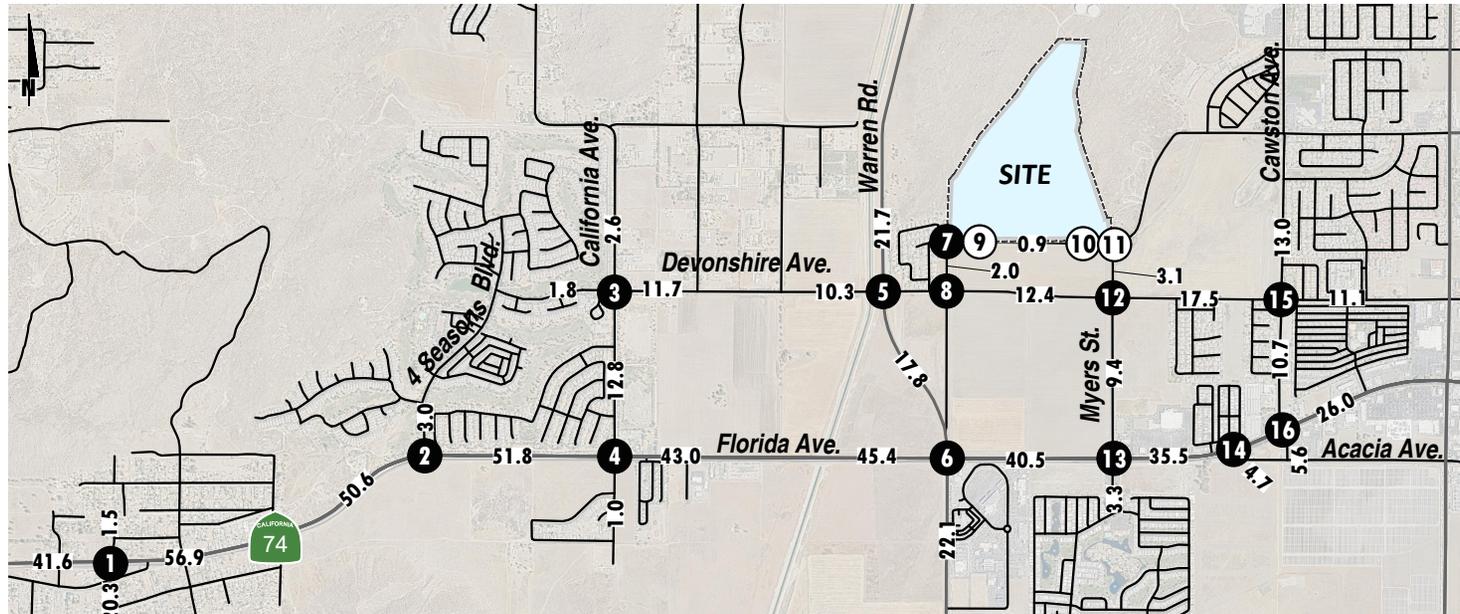
6.3 INTERSECTION OPERATIONS ANALYSIS

EAPC (2029) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies*. The intersection analysis results are summarized in Table 6-1 for EAPC traffic conditions, which indicate that the following study area intersections are anticipated to operate at an unacceptable LOS under EAPC (2029) traffic conditions:

- Winchester Road (SR-79) & Florida Avenue (SR-74) (#1) – LOS F AM and PM peak hours
- California Avenue & Devonshire Avenue (#3) – LOS F AM peak hour, LOS E PM peak hour
- California Avenue & Florida Avenue (SR-74) (#4) – LOS F AM and PM peak hours
- Warren Road & Devonshire Avenue (#5) – LOS F AM and PM peak hours
- Warren Road & Florida Avenue (SR-74) (#6) – LOS F AM and PM peak hours
- Myers Street & Devonshire Avenue (#12) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for EAPC traffic conditions are included in Appendix 6.1 of this TA.

EXHIBIT 5-2 : EAPC (2029) TRAFFIC VOLUMES



LEGEND:

- 0** = Existing Intersection Analysis Location
- 0** = Future Intersection Analysis Location
- 00(00) = Peak Hour Volume AM(PM)
- 00 = Average Daily Traffic (ADT) in Thousands

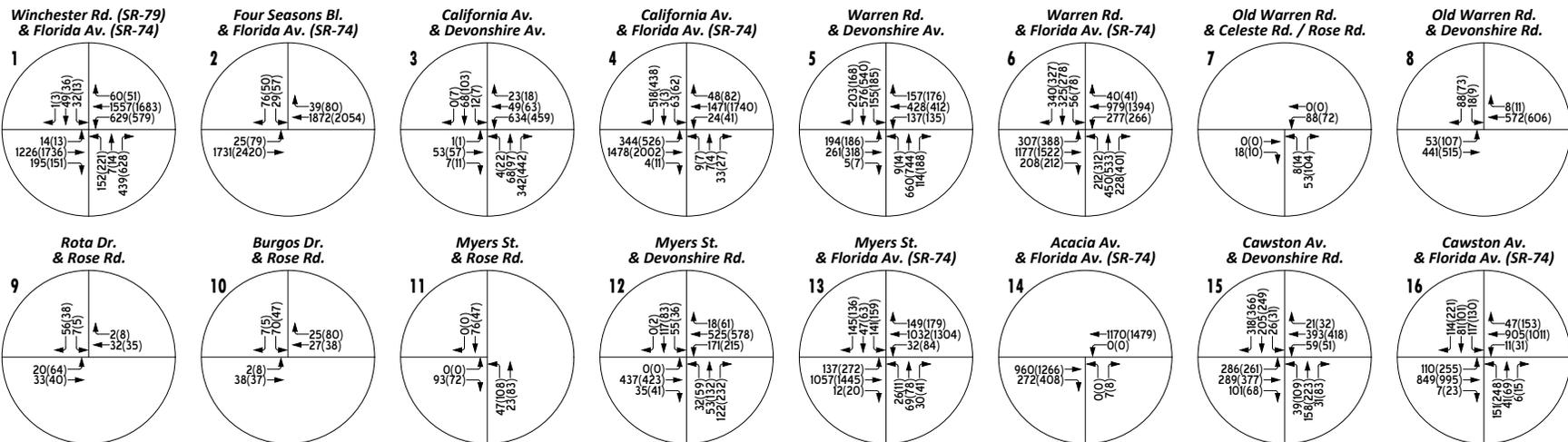


TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2029) CONDITIONS

# Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
		AM	PM	AM	PM
1 Winchester Rd. (SR-79) & Florida Av. (SR-74)	TS	95.0	115.8	F	F
2 Four Seasons Bl. & Florida Av. (SR-74)	TS	6.3	7.9	A	A
3 California Av. & Devonshire Av.	AWS	>100.0	46.6	F	E
4 California Av. & Florida Av. (SR-74)	TS	99.8	172.8	F	F
5 Warren Rd. & Devonshire Av.	AWS	>100.0	>100.0	F	F
6 Warren Rd. & Florida Av. (SR-74)	TS	92.3	198.6	F	F
7 Old Warren Rd. & Celeste Rd./Rose Rd.	CSS	8.8	9.0	A	A
8 Old Warren Rd. & Devonshire Av.	CSS	20.1	20.4	C	C
9 Rota Dr. & Rose Rd.	CSS	8.8	8.9	A	A
10 Burgos Dr. & Rose Rd.	CSS	9.3	9.5	A	A
11 Myers St. & Rose Rd.	CSS	9.1	8.8	A	A
12 Myers St. & Devonshire Av.	CSS	>100.0	>100.0	F	F
13 Myers St. & Florida Av. (SR-74)	TS	21.8	46.2	C	D
14 Acacia Av. & Florida Av. (SR-74)	CSS	13.7	17.1	B	C
15 Cawston Av. & Devonshire Av.	TS	15.9	33.6	B	C
16 Cawston Av. & Florida Av. (SR-74)	TS	21.4	43.7	C	D

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

¹ Per the Highway Capacity Manual (7th Edition), overall average intersection Delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

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

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2029) traffic conditions are based on the peak hour intersection turning volumes or planning level ADT volume-based traffic signal warrants. The following additional unsignalized study area intersections are anticipated to meet either peak hour volume or ADT volume-based warrants under EAPC (2029) conditions (see Appendix 6.2):

- Old Warren Road & Devonshire Avenue (#8)

6.6 DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of deficiencies and recommended improvements based on the County of Riverside deficiency criteria discussed in Section 2.5 *Deficiency Criteria*.

Intersection improvements necessary to improve project-related traffic deficiencies are shown in Table 6-2. The improvements have been identified to improve the deficiencies back to acceptable levels. Worksheets for EAPC (2029) conditions, with improvements, HCM calculation worksheets are provided in Appendix 6.3.

TABLE 6-2: INTERSECTION ANALYSIS FOR EAPC (2029) CONDITIONS WITH IMPROVEMENTS

# Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		
		Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
		L	T	R	L	T	R	L	T	R	L	T	R					
1 Winchester Rd. (SR-79) & Florida Av. (SR-74)																		
- Without Improvements	TS	1	1	0	1	1	0	1	2	1	1	2	0	95.0	115.8	F	F	
- With Improvements	TS	1	1	0	1	1	0	1	3	1	1	3	0	44.3	54.9	D	D	
3 California Av. & Devonshire Av.																		
- Without Improvements	AWS	0	1	1	0	1	0	1	1	1	1	1	0	>100.0	46.6	F	E	
- With Improvements	TS	0	1	1	0	1	0	1	1	1	1	1	0	27.7	20.2	C	C	
4 California Av. & Florida Av. (SR-74)																		
- Without Improvements	TS	0	1	0	0	1	0	1	2	0	1	2	0	99.8	172.8	F	F	
- With Improvements	TS	0	1	0	0	1	0	1	3	0	1	3	0	34.8	54.5	C	D	
5 Warren Rd. & Devonshire Av.																		
- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	>100.0	F	F	
- With Improvements	TS	1	2	0	1	2	0	1	1	0	1	1	0	48.1	53.9	D	D	
6 Warren Rd. & Florida Av. (SR-74)																		
- Without Improvements	TS	1	2	1	1	2	1	1	2	0	1	2	0	92.3	198.6	F	F	
- With Improvements	TS	1	2	1	1	2	1	2	3	0	2	3	0	32.0	53.0	C	D	
12 Myers St. & Devonshire Av.																		
- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	>100.0	F	F	
- With Improvements	TS	0	1	0	0	1	0	1	1	0	1	1	0	9.8	20.7	A	C	

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

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

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

² Per the Highway Capacity Manual (7th Edition), overall average intersection Delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

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

7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Hemet are funded through a combination of improvements constructed by the City, those constructed by private development, and those funded through local and regional development impact fee programs. Fee programs applicable to the Project are described below.

7.1 CITY OF HEMET DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within City limits and therefore will be subject to City of Hemet Development Impact Fees (DIF). The City of Hemet DIF program became effective May 1, 2019, and was revised in August 2022. The DIF program is intended to address the impacts of local development and consists of a variety of public use categories including one transportation component: "Bridges, Signals & Thoroughfares." The cost of signaling DIF network intersections is assumed to be covered under the Bridges, Signals & Thoroughfares component of the DIF program. Most impact fee programs generally define DIF-eligible intersections as those consisting of two intersecting General Plan roadways.

The Project Applicant will be subject to the City's DIF fee program, and will pay the requisite City DIF fees at the rates then in effect pursuant to the City's ordinance. The Project Applicant's payment of the requisite DIF fees at the rates then in effect, pursuant to the DIF Program, will mitigate its impacts to DIF-funded facilities.

7.2 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recently drafted in 2024 to address major changes in right-of-way acquisition and improvement cost factors. (9) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program imposed and implemented in every jurisdiction in Western Riverside County.

The Project is located within the Hemet/San Jacinto zone and includes the following currently on-going roadway widening projects:

- SR-79 Realignment, Winchester Rd./Newport Rd. to Ramona Exwy.
- Warren Rd., Domenigoni Rd. to Esplanade Av.

7.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. Riverside County Transportation Commission (RCTC) is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

7.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate. When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersections. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing (2024)	Project	EAPC (2029)	Total New Traffic	Project % of New Traffic ¹	
1	Winchester Rd. (SR-79) & Florida Av. (SR-74)	AM:	2,783	57	4,361	1,578	3.6%
		PM:	3,057	76	5,129	2,072	3.7%
3	California Av. & Devonshire Av.	AM:	851	19	1,262	411	4.6%
		PM:	938	25	1,286	348	7.2%
4	California Av. & Florida Av. (SR-74)	AM:	2,301	57	4,002	1,701	3.4%
		PM:	2,771	76	4,943	2,172	3.5%
5	Warren Rd. & Devonshire Av.	AM:	1,584	85	2,899	1,315	6.5%
		PM:	1,570	114	3,073	1,503	7.6%
6	Warren Rd. & Florida Av. (SR-74)	AM:	2,471	55	4,600	2,129	2.6%
		PM:	3,106	77	5,751	2,645	2.9%
12	Myers St. & Devonshire Av.	AM:	726	104	1,566	840	12.4%
		PM:	884	140	1,862	978	14.3%

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

8 REFERENCES

1. **City of Hemet.** *City of Hemet 2030 General Plan*. Jan 24,2012.
2. **Peers, Fehr &.** *City of Hemet Traffic Impact Analysis Guidelines for CEQA & VMT*. Hemet : s.n., May 2021.
3. **County of Riverside Transportation Department.** *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled*. County of Riverside : s.n., December 2020.
4. **Institute of Transportation Engineers.** *Trip Generation Manual*. 11th Edition. 2021.
5. **Transportation Research Board.** *Highway Capacity Manual (HCM)*. 7th Edition. s.l. : National Academy of Sciences, 2022.
6. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD)*. 2014, Updated March 30, 2021 (Revision 6).
7. **County of Riverside.** *County of Riverside General Plan*. Revised December 8, 2015.
8. **Riverside Transit Agency.** Riverside Transit Agency. [Online] www.riversidetransit.com.
9. **Western Riverside Council of Governments.** *DRAFT TUMF Nexus Study, 2024 Program Update*. DRAFT May 9, 2024.

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APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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DATE: September 13, 2024
TO: Ty Pardue, City of Hemet
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 15939-01 TA Scope

TRES CERRITOS TTM NO. 31513 TRAFFIC STUDY SCOPING AGREEMENT

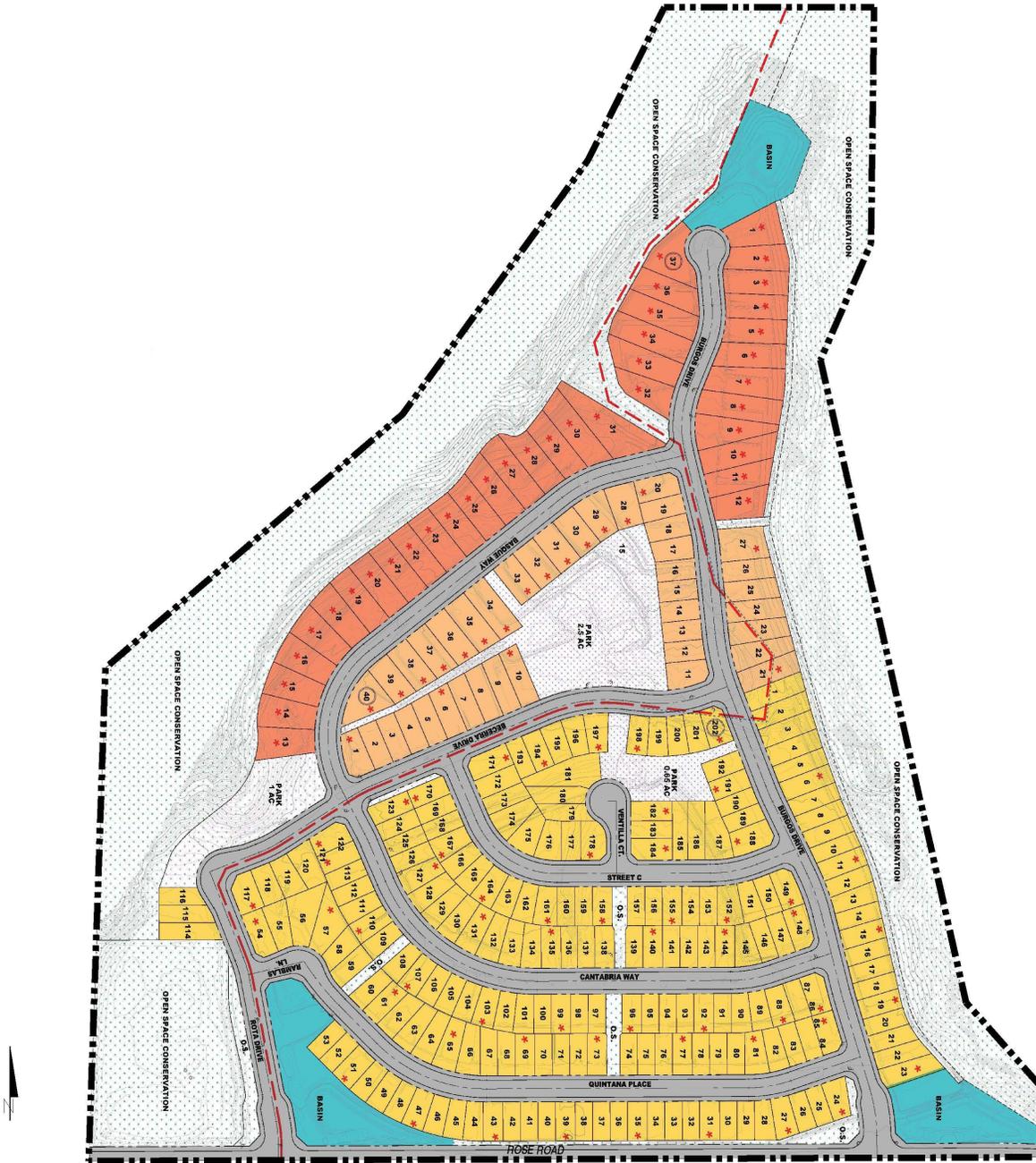
Urban Crossroads, Inc. is pleased to provide the following Traffic Study Scoping Agreement for the Tres Cerritos TTM No. 31513 development (**Project**), which is located west of Myers Street and north of Rose Road in the City of Hemet. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The proposed analysis methodology and assumptions are in accordance with the City's Traffic Impact Analysis Guidelines for CEQA & VMT (dated May 2021) (**City Guidelines**) and the County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (dated December 2020) (**County Guidelines**). The City scoping form is included in Attachment A.

PROJECT DESCRIPTION

The Project includes the development of 279 Single Family Detached Residential dwelling units and 4.15 acres of Park use. The Project is proposed to be evaluated in a single phase with an anticipated Opening Year of 2029. A preliminary site plan for the proposed Project is shown in Exhibit 1. Primary access to the Project site will be accommodated via Rota Drive and Burgos Drive onto Rose Road. Both A Street and B Street will allow for full access onto Keller Road.

The prior Approved Project evaluated 177 single family detached residential dwelling units (which the Project is proposing a net increase of 102 dwelling units).

EXHIBIT 1: PRELIMINARY SITE PLAN FOR TTM NO. 31513



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. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) were used to estimate the Project’s trip generation based on the Single Family Detached Housing (ITE Land Use Code 210) and Public Park (ITE Land Use Code 411) land use categories. Trip generation rates are summarized in Table 1.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are also shown in Table 1. The proposed Project is anticipated to generate 2,636 two-way trip-ends per day with 196 AM peak hour trips and 262 PM peak hour trips (see Table 1).

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Housing	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
Public Park	411	Acres	0.01	0.01	0.02	0.06	0.05	0.11	0.78

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

² DU = Dwelling Units

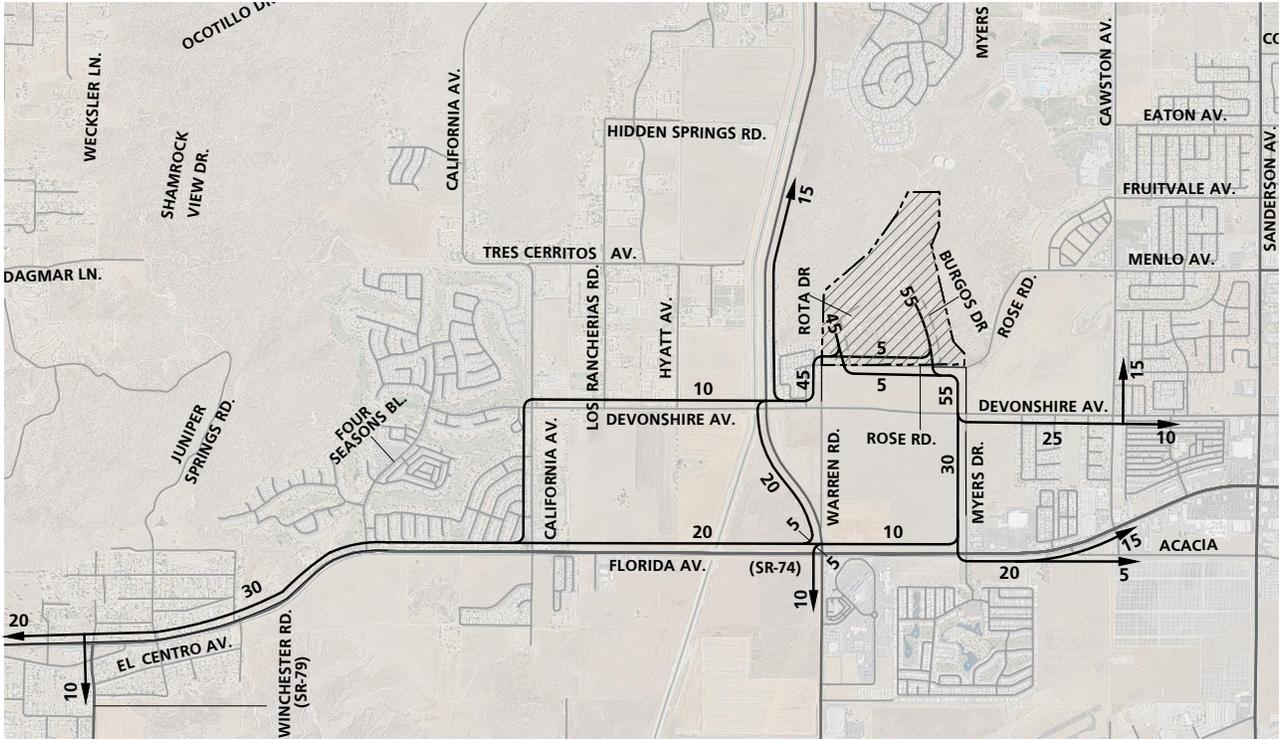
Tres Cerritos (TTM No. 31513)	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Single Family Detached Housing	279 DU	51	145	196	165	97	262	2,632
Park	4.15 Acres	0	0	0	0	0	0	4
Project Total Trip Generation		51	145	196	165	97	262	2,636

¹ DU = Dwelling Units

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Exhibit 2 shows the Project trip distribution patterns. Project trip distribution patterns are consistent with the residential distributions evaluated in the Tres Cerritos East Traffic Impact Analysis (dated August 9, 2007).

EXHIBIT 2: PROJECT TRIP DISTRIBUTION



LEGEND:

- 10 = Car Percent To/From Project
- = Trip Distribution
- - - = Future Road

ANALYSIS SCENARIOS

Consistent with the County Guidelines, intersection analysis will be provided for the following analysis scenarios:

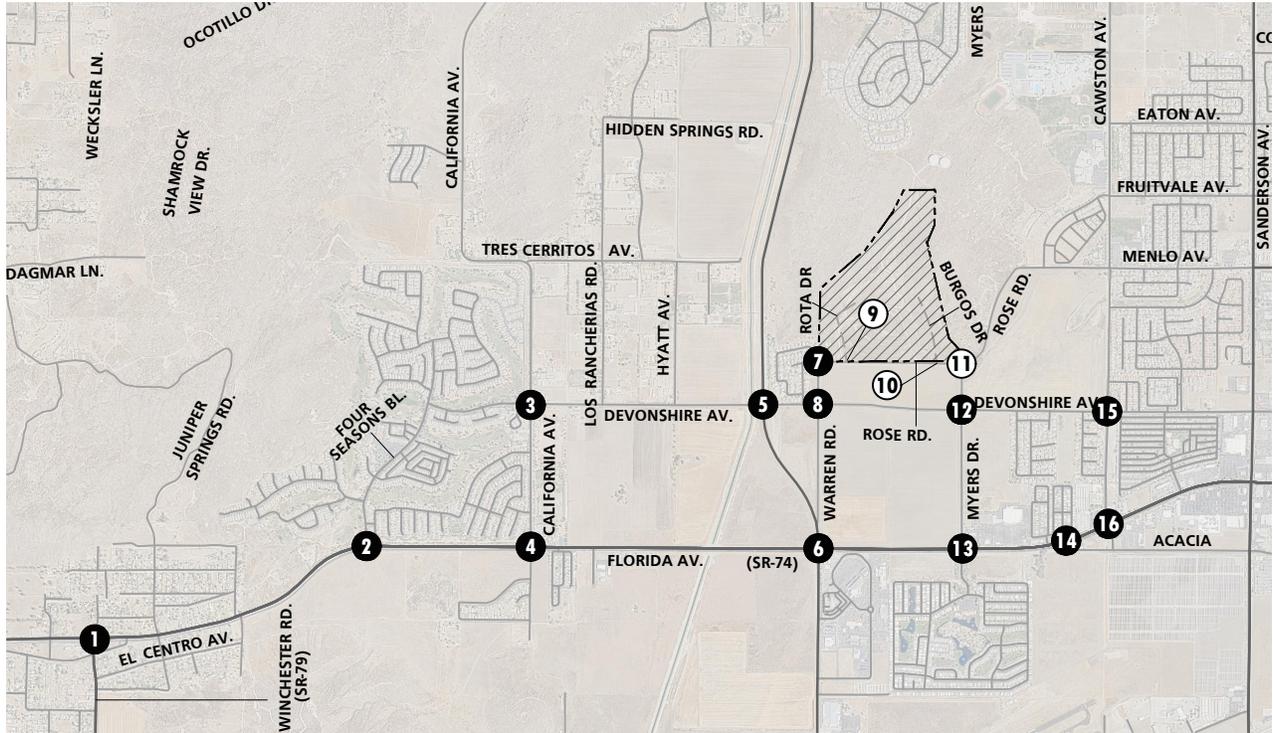
- Existing (2024) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2029) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2029) Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7th Edition analysis methodology. The study area that is proposed to be evaluated is shown in Exhibit 3 and listed in Table 2.

TABLE 2: LIST OF STUDY INTERSECTIONS

ID	Intersection	ID	Intersection
1	Winchester Rd. (SR-79) & Florida Av. (SR-74)	9	Rota Dr. & Rose Rd.
2	Four Seasons Bl. & Florida Av. (SR-74)	10	Burgos Dr. & Rose Rd.
3	California Av. & Devonshire Av.	11	Myers St. & Rose Rd.
4	California Av. & Florida Av. (SR-74)	12	Myers St. & Devonshire Rd.
5	Warren Rd. & Devonshire Rd.	13	Myers St. & Florida Av. (SR-74)
6	Warren Rd. & Florida Av. (SR-74)	14	Acacia Av. & Florida Av. (SR-74)
7	Old Warren Rd. & Celeste Rd./Rose Rd.	15	Cawston Av. & Devonshire Rd.
8	Old Warren Rd. & Devonshire Rd.	16	Cawston Av. & Florida Av. (SR-74)

EXHIBIT 3: STUDY AREA



LEGEND:

- 0** = Existing Intersection Analysis Location
- = Future Intersection Analysis Location
- = Future Road

TRAFFIC COUNTS

New traffic counts (classified by vehicle type) were conducted during a typical weekday when local schools are in session and operating on a typical bell schedule (**count date of May 14, 2024**). No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of volume balancing between closely spaced intersections.

AMBIENT GROWTH

An ambient growth rate of 2% per year is proposed for the study area intersection to approximate background growth not identified by nearby cumulative development projects. As such, a total of 10.41% will be applied to the baseline for 2029 traffic conditions (2% per year, compounded over 5 years).

CUMULATIVE PROJECTS

It is requested that the City provide current cumulative projects within the study area for inclusion in the Traffic Analysis. Applicable cumulative projects located in the City of Menifee, City of San Jacinto, and County of Riverside will also be included.

SPECIAL ISSUES

The following special issues will also be addressed:

- VMT analysis will be evaluated in a separate document.
- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections.

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

ATTACHMENT A: CITY SCOPING FORM

Attachment A: Project Scoping Form

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

Project Identification:

Case Number:	TTM No. 31513
Related Cases:	
SP No.	Specific Plan 90-009 (Tres Cerritos Specific Plan)
EIR No.	
GPA No.	
CZ No.	
Project Name:	Tres Cerritos TTM 31513
Project Address:	north of Celeste Road and west of Myers Street
Project Opening Year:	2029
Project Description:	279 single family detached residential units and 4.15 acres of park use

	Consultant:	Developer:
Name:	Charlene So, Urban Crossroads, Inc.	Parker Chorich, DR Horton
Address:	1133 Camelback St, #8329 Newport Beach, CA 92658	980 Montecito Dr., Suite 300 Corona, CA 92879
Telephone:	949-861-0177	951-751-6209
Fax/Email:	cso@urbanxroads.com	pachorich@drhorton.com

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual (11th Edition, 2021)

Current General Plan Land Use: SP Proposed General Plan Land Use: SP

Current Zoning: Low Density Residential (2.1-5 DU/Ac) Proposed Zoning: LDR

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				51	145	196
PM Trips				165	97	262

Trip Internalization: Yes No (_____% Trip Discount)

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

Potential VMT Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26). This requirement is for project's requiring VMT assessment for CEQA only.

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 24-26 of the guidelines): _____

VMT Analysis Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used RIVCOM Version 4.0.1
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Signatures

TIA Preparer: Charlene S City (Approved by): _____

TABLE 3: LAND USE DATA SUMMARY

Land Use	Quantity	Population Density Factor	Population
Residential	279 DU	2.87 person per household ¹	801

¹ <https://www.census.gov/quickfacts/fact/table/hemetcitycalifornia/RH1825222>

The Project was found to be in a Low VMT area as seen on the following page. However, RIVCOM was evaluated further and the base model does not contain any land use information, which is inconsistent with the proposed Project.

Rose Rd & Old Warren Rd, X

Show search results for Rose R...

Complete #1-4, Then Click "Run"

Input Output

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*

Parcels (Zoom in to view) [Black square icon] [Red trash icon]

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*

2024

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below City Baseline (0%)

Run

Help

Layer List

- Output_Parcels
- Selected Project Area
- Low VMT Generating TAZs
- TAZ Boundaries (Zoom in to view)
- Parcels (Zoom in to view)
- Transit Priority Area
- WRCOG Cities
- WRCOG Boundary

(2 of 5)

OBJECTID	1
Assessor Parcel Number (APN)	448070009
Traffic Analysis Zone (TAZ)	737
Community Region	HEMET
Inside a Transit Priority Area (TPA)	No
TAZ VMT	5.9
Jurisdiction VMT	24.6
% Difference	-75.85%
VMT Metric	OD VMT Per Service Population
Threshold	24.6

[Zoom to](#)

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APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 7: Old Warren Rd. & Celeste Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	25	59
Average Queue (ft)	2	27
95th Queue (ft)	15	48
Link Distance (ft)	464	750
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Celeste Rd. & Rota Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	56
Average Queue (ft)	1	30
95th Queue (ft)	10	46
Link Distance (ft)	464	647
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Celeste Rd. & Burgos Dr.

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	31
95th Queue (ft)	47
Link Distance (ft)	659
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Myers St. & Celeste Rd.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	58	12
Average Queue (ft)	31	1
95th Queue (ft)	47	12
Link Distance (ft)	670	770
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 7: Old Warren Rd. & Celeste Rd.

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	62
Average Queue (ft)	1	34
95th Queue (ft)	11	52
Link Distance (ft)	404	704
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Celeste Rd. & Rota Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	48
Average Queue (ft)	3	24
95th Queue (ft)	17	46
Link Distance (ft)	404	641
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Celeste Rd. & Burgos Dr.

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	36	44
Average Queue (ft)	2	27
95th Queue (ft)	14	48
Link Distance (ft)	1298	802
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Myers St. & Celeste Rd.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	40
Average Queue (ft)	29	5
95th Queue (ft)	44	26
Link Distance (ft)	779	1692
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

APPENDIX 3.1: TRAFFIC COUNTS

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County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

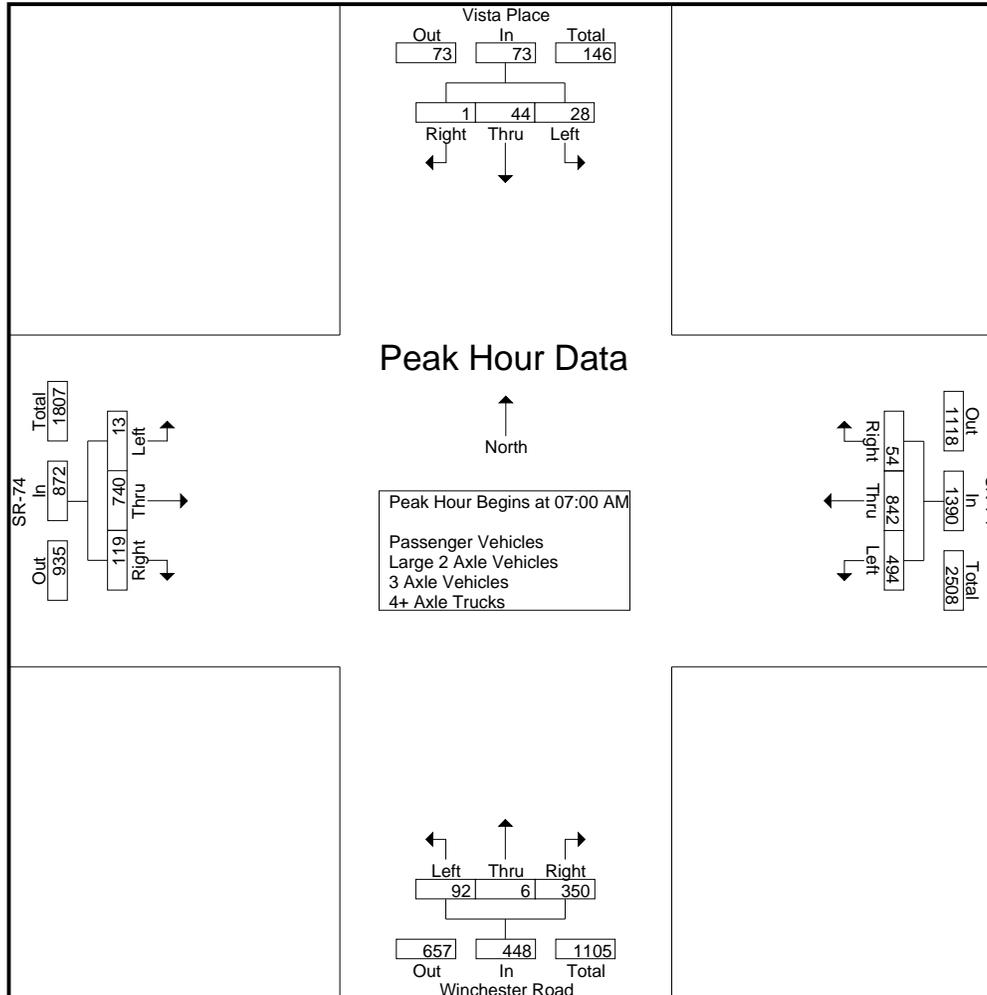
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	8	7	1	0	16	137	193	8	3	338	19	3	84	26	106	4	164	19	7	187	36	647	683
07:15 AM	11	18	0	0	29	127	243	19	4	389	25	0	68	27	93	5	175	27	12	207	43	718	761
07:30 AM	6	11	0	0	17	111	235	17	6	363	30	3	99	43	132	2	199	35	17	236	66	748	814
07:45 AM	3	8	0	0	11	119	171	10	2	300	18	0	99	59	117	2	202	38	16	242	77	670	747
Total	28	44	1	0	73	494	842	54	15	1390	92	6	350	155	448	13	740	119	52	872	222	2783	3005
08:00 AM	4	6	1	1	11	100	129	8	2	237	22	3	94	32	119	4	150	16	4	170	39	537	576
08:15 AM	7	2	0	0	9	118	146	6	1	270	22	0	98	31	120	1	165	22	10	188	42	587	629
08:30 AM	2	2	2	0	6	81	159	4	3	244	11	4	101	22	116	1	212	21	11	234	36	600	636
08:45 AM	3	2	2	0	7	93	127	7	4	227	16	0	109	45	125	3	184	23	11	210	60	569	629
Total	16	12	5	1	33	392	561	25	10	978	71	7	402	130	480	9	711	82	36	802	177	2293	2470
Grand Total	44	56	6	1	106	886	1403	79	25	2368	163	13	752	285	928	22	1451	201	88	1674	399	5076	5475
Apprch %	41.5	52.8	5.7			37.4	59.2	3.3			17.6	1.4	81			1.3	86.7	12					
Total %	0.9	1.1	0.1		2.1	17.5	27.6	1.6		46.7	3.2	0.3	14.8		18.3	0.4	28.6	4		33	7.3	92.7	
Passenger Vehicles	40	55	6		102	856	1328	78		2287	153	13	716		1155	22	1320	193		1619	0	0	5163
% Passenger Vehicles	90.9	98.2	100	100	95.3	96.6	94.7	98.7	100	95.6	93.9	100	95.2	95.8	95.2	100	91	96	95.5	91.9	0	0	94.3
Large 2 Axle Vehicles	3	1	0		4	20	43	1		64	4	0	25		37	0	68	5		75	0	0	180
% Large 2 Axle Vehicles	6.8	1.8	0	0	3.7	2.3	3.1	1.3	0	2.7	2.5	0	3.3	2.8	3.1	0	4.7	2.5	2.3	4.3	0	0	3.3
3 Axle Vehicles	1	0	0		1	3	6	0		9	2	0	2		5	0	21	1		22	0	0	37
% 3 Axle Vehicles	2.3	0	0	0	0.9	0.3	0.4	0	0	0.4	1.2	0	0.3	0.4	0.4	0	1.4	0.5	0	1.2	0	0	0.7
4+ Axle Trucks	0	0	0		0	7	26	0		33	4	0	9		16	0	42	2		46	0	0	95
% 4+ Axle Trucks	0	0	0	0	0	0.8	1.9	0	0	1.4	2.5	0	1.2	1.1	1.3	0	2.9	1	2.3	2.6	0	0	1.7

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	8	7	1	16	137	193	8	338	19	3	84	106	4	164	19	187	647
07:15 AM	11	18	0	29	127	243	19	389	25	0	68	93	5	175	27	207	718
07:30 AM	6	11	0	17	111	235	17	363	30	3	99	132	2	199	35	236	748
07:45 AM	3	8	0	11	119	171	10	300	18	0	99	117	2	202	38	242	670
Total Volume	28	44	1	73	494	842	54	1390	92	6	350	448	13	740	119	872	2783
% App. Total	38.4	60.3	1.4		35.5	60.6	3.9		20.5	1.3	78.1		1.5	84.9	13.6		
PHF	.636	.611	.250	.629	.901	.866	.711	.893	.767	.500	.884	.848	.650	.916	.783	.901	.930

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
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File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:30 AM				07:00 AM				
+0 mins.	8	7	1	16	137	193	8	338	30	3	99	132	4	164	19	187	
+15 mins.	11	18	0	29	127	243	19	389	18	0	99	117	5	175	27	207	
+30 mins.	6	11	0	17	111	235	17	363	22	3	94	119	2	199	35	236	
+45 mins.	3	8	0	11	119	171	10	300	22	0	98	120	2	202	38	242	
Total Volume	28	44	1	73	494	842	54	1390	92	6	390	488	13	740	119	872	
% App. Total	38.4	60.3	1.4		35.5	60.6	3.9		18.9	1.2	79.9		1.5	84.9	13.6		
PHF	.636	.611	.250	.629	.901	.866	.711	.893	.767	.500	.985	.924	.650	.916	.783	.901	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

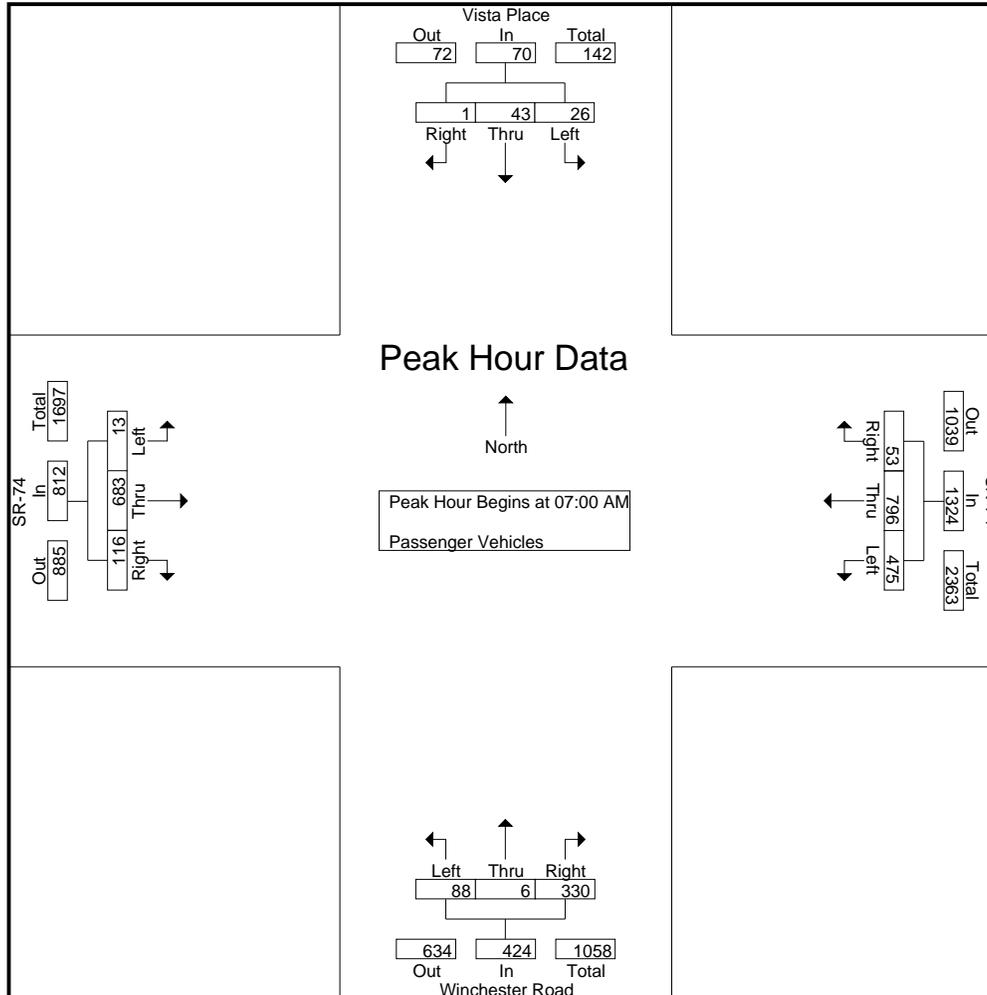
Groups Printed- Passenger Vehicles

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	6	7	1	0	14	133	178	8	3	319	17	3	82	25	102	4	152	19	7	175	35	610	645
07:15 AM	11	18	0	0	29	123	233	19	4	375	25	0	57	26	82	5	159	26	11	190	41	676	717
07:30 AM	6	11	0	0	17	104	224	16	6	344	30	3	94	39	127	2	182	34	17	218	62	706	768
07:45 AM	3	7	0	0	10	115	161	10	2	286	16	0	97	58	113	2	190	37	16	229	76	638	714
Total	26	43	1	0	70	475	796	53	15	1324	88	6	330	148	424	13	683	116	51	812	214	2630	2844
08:00 AM	3	6	1	1	10	94	128	8	2	230	21	3	92	31	116	4	127	15	4	146	38	502	540
08:15 AM	7	2	0	0	9	117	134	6	1	257	21	0	96	31	117	1	151	20	8	172	40	555	595
08:30 AM	1	2	2	0	5	79	148	4	3	231	8	4	93	19	105	1	190	20	10	211	32	552	584
08:45 AM	3	2	2	0	7	91	122	7	4	220	15	0	105	44	120	3	169	22	11	194	59	541	600
Total	14	12	5	1	31	381	532	25	10	938	65	7	386	125	458	9	637	77	33	723	169	2150	2319
Grand Total	40	55	6	1	101	856	1328	78	25	2262	153	13	716	273	882	22	1320	193	84	1535	383	4780	5163
Apprch %	39.6	54.5	5.9			37.8	58.7	3.4			17.3	1.5	81.2			1.4	86	12.6					
Total %	0.8	1.2	0.1		2.1	17.9	27.8	1.6		47.3	3.2	0.3	15		18.5	0.5	27.6	4		32.1	7.4	92.6	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	7	1	14	133	178	8	319	17	3	82	102	4	152	19	175	610
07:15 AM	11	18	0	29	123	233	19	375	25	0	57	82	5	159	26	190	676
07:30 AM	6	11	0	17	104	224	16	344	30	3	94	127	2	182	34	218	706
07:45 AM	3	7	0	10	115	161	10	286	16	0	97	113	2	190	37	229	638
Total Volume	26	43	1	70	475	796	53	1324	88	6	330	424	13	683	116	812	2630
% App. Total	37.1	61.4	1.4		35.9	60.1	4		20.8	1.4	77.8		1.6	84.1	14.3		
PHF	.591	.597	.250	.603	.893	.854	.697	.883	.733	.500	.851	.835	.650	.899	.784	.886	.931

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	6	7	1	14	133	178	8	319	17	3	82	102	4	152	19	175	
+15 mins.	11	18	0	29	123	233	19	375	25	0	57	82	5	159	26	190	
+30 mins.	6	11	0	17	104	224	16	344	30	3	94	127	2	182	34	218	
+45 mins.	3	7	0	10	115	161	10	286	16	0	97	113	2	190	37	229	
Total Volume	26	43	1	70	475	796	53	1324	88	6	330	424	13	683	116	812	
% App. Total	37.1	61.4	1.4		35.9	60.1	4		20.8	1.4	77.8		1.6	84.1	14.3		
PHF	.591	.597	.250	.603	.893	.854	.697	.883	.733	.500	.851	.835	.650	.899	.784	.886	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

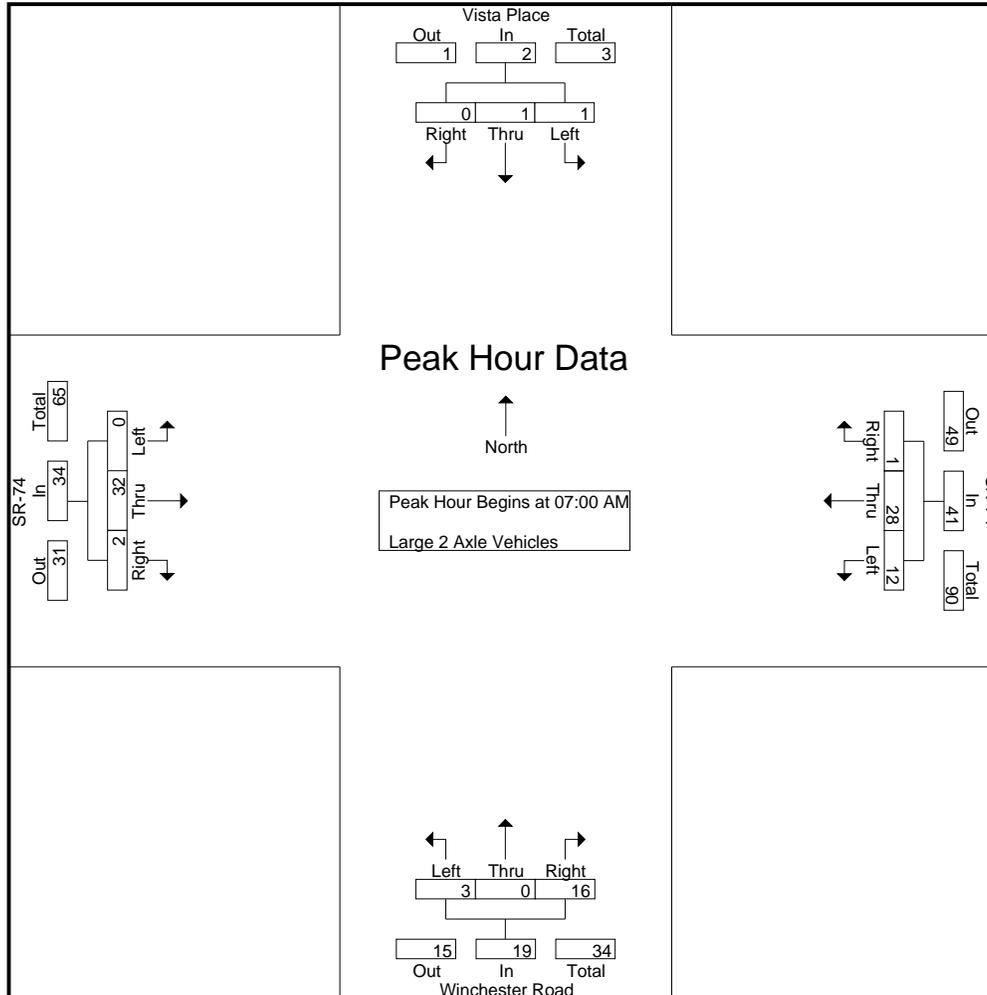
Groups Printed- Large 2 Axle Vehicles

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	0	0	1	1	12	0	0	13	1	0	1	0	2	0	8	0	0	8	0	24	24
07:15 AM	0	0	0	0	0	4	6	0	0	10	0	0	9	0	9	0	9	1	1	10	1	29	30
07:30 AM	0	0	0	0	0	4	5	1	0	10	0	0	4	3	4	0	8	1	0	9	3	23	26
07:45 AM	0	1	0	0	1	3	5	0	0	8	2	0	2	1	4	0	7	0	0	7	1	20	21
Total	1	1	0	0	2	12	28	1	0	41	3	0	16	4	19	0	32	2	1	34	5	96	101
08:00 AM	1	0	0	0	1	5	1	0	0	6	0	0	1	1	1	0	7	1	0	8	1	16	17
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	1	1	6	1	15	16
08:30 AM	1	0	0	0	1	2	3	0	0	5	1	0	6	3	7	0	13	0	0	13	3	26	29
08:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	11	1	0	12	0	17	17
Total	2	0	0	0	2	8	15	0	0	23	1	0	9	4	10	0	36	3	1	39	5	74	79
Grand Total	3	1	0	0	4	20	43	1	0	64	4	0	25	8	29	0	68	5	2	73	10	170	180
Apprch %	75	25	0			31.2	67.2	1.6			13.8	0	86.2			0	93.2	6.8					
Total %	1.8	0.6	0		2.4	11.8	25.3	0.6		37.6	2.4	0	14.7		17.1	0	40	2.9		42.9	5.6	94.4	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	1	12	0	13	1	0	1	2	0	8	0	8	24
07:15 AM	0	0	0	0	4	6	0	10	0	0	9	9	0	9	1	10	29
07:30 AM	0	0	0	0	4	5	1	10	0	0	4	4	0	8	1	9	23
07:45 AM	0	1	0	1	3	5	0	8	2	0	2	4	0	7	0	7	20
Total Volume	1	1	0	2	12	28	1	41	3	0	16	19	0	32	2	34	96
% App. Total	50	50	0		29.3	68.3	2.4		15.8	0	84.2		0	94.1	5.9		
PHF	.250	.250	.000	.500	.750	.583	.250	.788	.375	.000	.444	.528	.000	.889	.500	.850	.828

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	0	1	1	12	0	13	1	0	1	2	0	8	0	8	
+15 mins.	0	0	0	0	4	6	0	10	0	0	9	9	0	9	1	10	
+30 mins.	0	0	0	0	4	5	1	10	0	0	4	4	0	8	1	9	
+45 mins.	0	1	0	1	3	5	0	8	2	0	2	4	0	7	0	7	
Total Volume	1	1	0	2	12	28	1	41	3	0	16	19	0	32	2	34	
% App. Total	50	50	0		29.3	68.3	2.4		15.8	0	84.2		0	94.1	5.9		
PHF	.250	.250	.000	.500	.750	.583	.250	.788	.375	.000	.444	.528	.000	.889	.500	.850	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- 3 Axle Vehicles

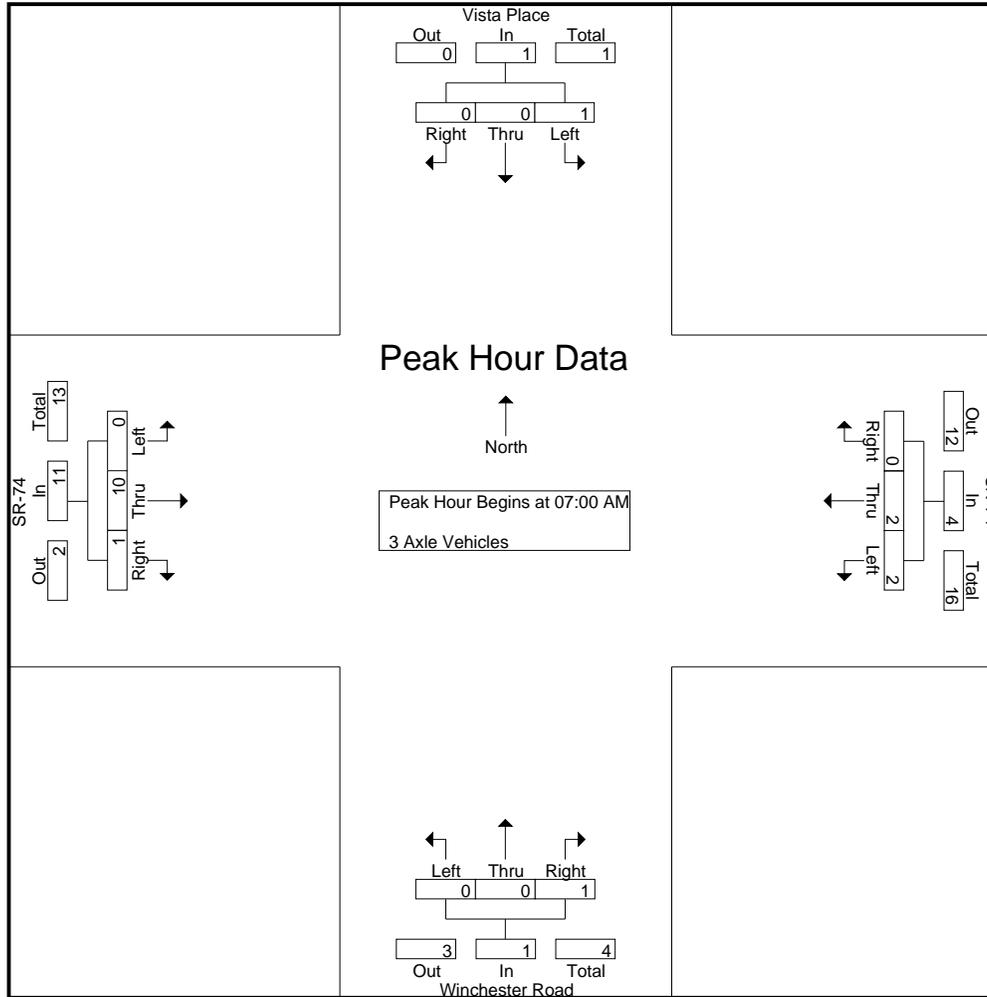
Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	1	1	1	0	5	0	0	5	1	9	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	4	4
Total	1	0	0	0	1	2	2	0	0	4	0	0	1	1	1	0	10	1	0	11	1	17	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	4
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	5	5
08:45 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	4	4
Total	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	0	11	0	0	11	0	19	19
Grand Total	1	0	0	0	1	3	6	0	0	9	2	0	2	1	4	0	21	1	0	22	1	36	37
Apprch %	100	0	0			33.3	66.7	0			50	0	50			0	95.5	4.5					
Total %	2.8	0	0		2.8	8.3	16.7	0		25	5.6	0	5.6		11.1	0	58.3	2.8		61.1	2.7	97.3	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 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	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	5	0	5	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total Volume	1	0	0	1	2	2	0	4	0	0	1	1	0	10	1	11	17
% App. Total	100	0	0		50	50	0		0	0	100		0	90.9	9.1		
PHF	.250	.000	.000	.250	.500	.250	.000	.333	.000	.000	.250	.250	.000	.500	.250	.550	.472

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

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	5	0	5	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	
Total Volume	1	0	0	1	2	2	0	4	0	0	1	1	0	10	1	11	
% App. Total	100	0	0		50	50	0		0	0	100		0	90.9	9.1		
PHF	.250	.000	.000	.250	.500	.250	.000	.333	.000	.000	.250	.250	.000	.500	.250	.550	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- 4+ Axle Trucks

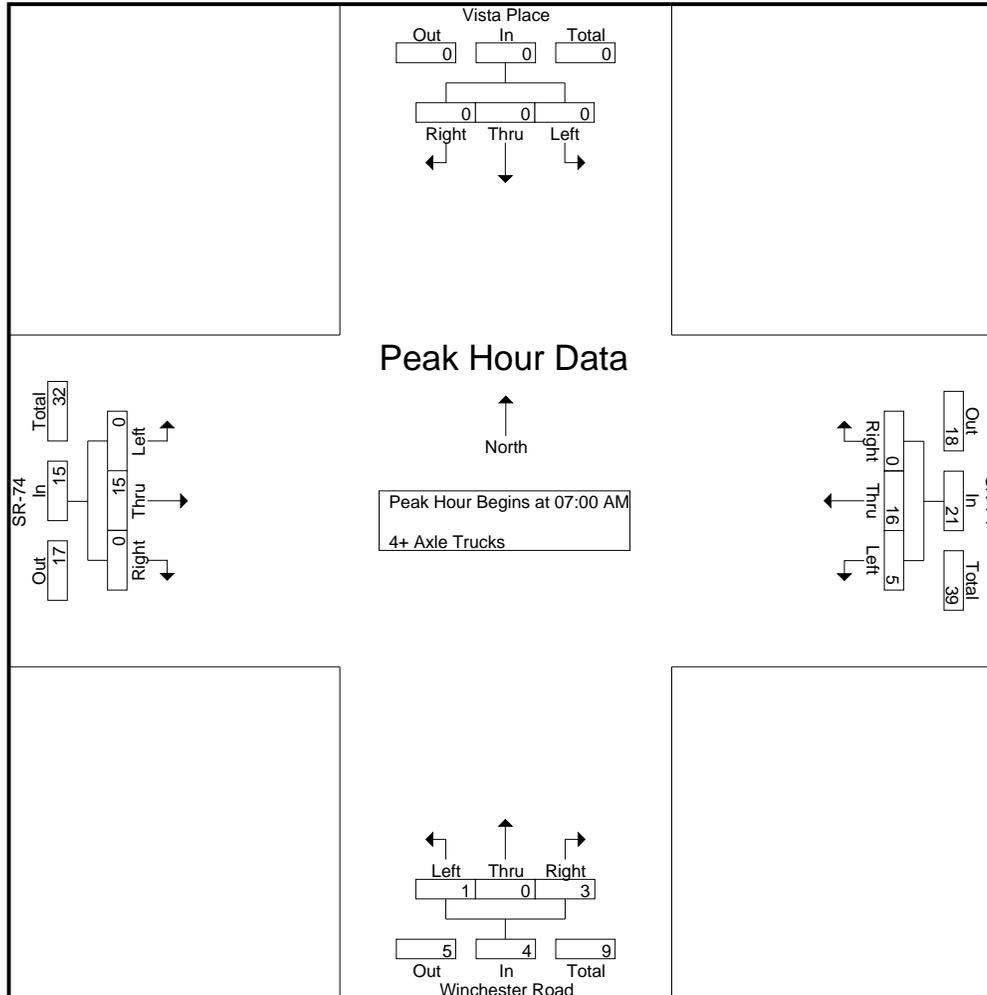
Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	2	3	0	0	5	1	0	1	1	2	0	3	0	0	3	1	10	11
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	2	1	2	0	6	0	0	6	1	12	13
07:30 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
07:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	0	8	8
Total	0	0	0	0	0	5	16	0	0	21	1	0	3	2	4	0	15	0	0	15	2	40	42
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	10	0	0	10	0	13	13
08:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	0	6	1	1	7	1	13	14
08:30 AM	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	0	8	1	1	9	1	17	18
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	1	2	0	3	0	0	3	1	7	8
Total	0	0	0	0	0	2	10	0	0	12	3	0	6	1	9	0	27	2	2	29	3	50	53
Grand Total	0	0	0	0	0	7	26	0	0	33	4	0	9	3	13	0	42	2	2	44	5	90	95
Apprch %	0	0	0			21.2	78.8	0			30.8	0	69.2			0	95.5	4.5					
Total %	0	0	0			7.8	28.9	0		36.7	4.4	0	10		14.4	0	46.7	2.2		48.9	5.3	94.7	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 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	2	3	0	5	1	0	1	2	0	3	0	3	10
07:15 AM	0	0	0	0	0	4	0	4	0	0	2	2	0	6	0	6	12
07:30 AM	0	0	0	0	2	4	0	6	0	0	0	0	0	4	0	4	10
07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2	8
Total Volume	0	0	0	0	5	16	0	21	1	0	3	4	0	15	0	15	40
% App. Total	0	0	0		23.8	76.2	0		25	0	75		0	100	0		
PHF	.000	.000	.000	.000	.625	.800	.000	.875	.250	.000	.375	.500	.000	.625	.000	.625	.833

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

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	2	3	0	5	1	0	1	2	0	3	0	3	
+15 mins.	0	0	0	0	0	4	0	4	0	0	2	2	0	6	0	6	
+30 mins.	0	0	0	0	2	4	0	6	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2	
Total Volume	0	0	0	0	5	16	0	21	1	0	3	4	0	15	0	15	
% App. Total	0	0	0	0	23.8	76.2	0		25	0	75		0	100	0		
PHF	.000	.000	.000	.000	.625	.800	.000	.875	.250	.000	.375	.500	.000	.625	.000	.625	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

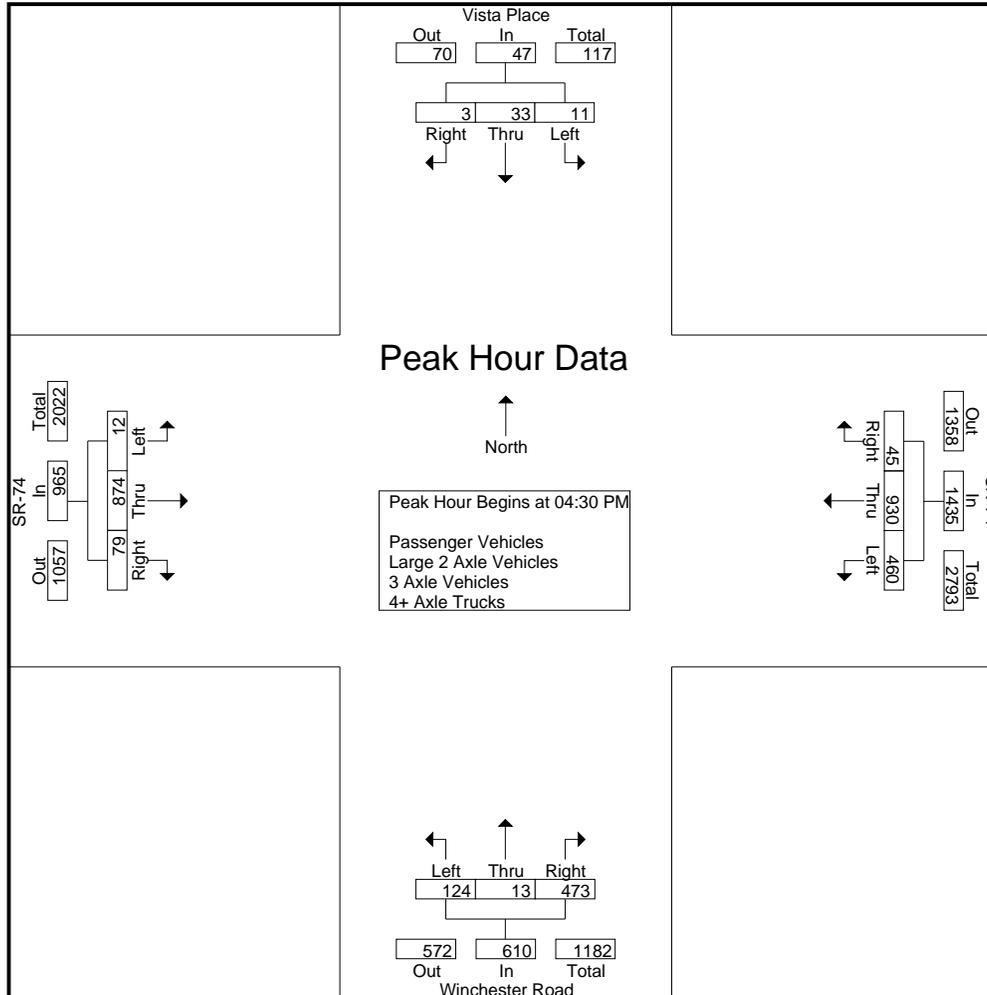
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	4	6	0	0	10	101	164	9	4	274	38	3	109	36	150	6	257	16	8	279	48	713	761
04:15 PM	7	3	1	0	11	118	205	10	2	333	31	4	138	50	173	1	227	21	7	249	59	766	825
04:30 PM	4	6	1	0	11	111	212	13	4	336	35	2	115	37	152	2	211	20	11	233	52	732	784
04:45 PM	3	9	1	0	13	115	256	11	1	382	25	3	119	44	147	6	205	27	10	238	55	780	835
Total	18	24	3	0	45	445	837	43	11	1325	129	12	481	167	622	15	900	84	36	999	214	2991	3205
05:00 PM	2	8	0	0	10	111	214	10	4	335	27	4	134	56	165	2	239	17	6	258	66	768	834
05:15 PM	2	10	1	1	13	123	248	11	2	382	37	4	105	36	146	2	219	15	6	236	45	777	822
05:30 PM	4	5	0	0	9	103	163	14	3	280	42	2	132	48	176	1	184	10	5	195	56	660	716
05:45 PM	5	7	0	0	12	112	175	9	1	296	31	4	105	52	140	5	220	27	9	252	62	700	762
Total	13	30	1	1	44	449	800	44	10	1293	137	14	476	192	627	10	862	69	26	941	229	2905	3134
Grand Total	31	54	4	1	89	894	1637	87	21	2618	266	26	957	359	1249	25	1762	153	62	1940	443	5896	6339
Apprch %	34.8	60.7	4.5			34.1	62.5	3.3			21.3	2.1	76.6			1.3	90.8	7.9					
Total %	0.5	0.9	0.1		1.5	15.2	27.8	1.5		44.4	4.5	0.4	16.2		21.2	0.4	29.9	2.6		32.9	7	93	
Passenger Vehicles	29	54	4		88	880	1549	85		2534	259	26	934		1570	25	1702	147		1933	0	0	6125
% Passenger Vehicles	93.5	100	100	100	97.8	98.4	94.6	97.7	95.2	96	97.4	100	97.6	97.8	97.6	100	96.6	96.1	95.2	96.6	0	0	96.6
Large 2 Axle Vehicles	2	0	0		2	7	48	2		58	3	0	16		26	0	50	4		56	0	0	142
% Large 2 Axle Vehicles	6.5	0	0	0	2.2	0.8	2.9	2.3	4.8	2.2	1.1	0	1.7	1.9	1.6	0	2.8	2.6	3.2	2.8	0	0	2.2
3 Axle Vehicles	0	0	0		0	0	21	0		21	0	0	1		1	0	3	0		3	0	0	25
% 3 Axle Vehicles	0	0	0	0	0	0	1.3	0	0	0.8	0	0	0.1	0	0.1	0	0.2	0	0	0.1	0	0	0.4
4+ Axle Trucks	0	0	0		0	7	19	0		26	4	0	6		11	0	7	2		10	0	0	47
% 4+ Axle Trucks	0	0	0	0	0	0.8	1.2	0	0	1	1.5	0	0.6	0.3	0.7	0	0.4	1.3	1.6	0.5	0	0	0.7

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 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	4	6	1	11	111	212	13	336	35	2	115	152	2	211	20	233	732
04:45 PM	3	9	1	13	115	256	11	382	25	3	119	147	6	205	27	238	780
05:00 PM	2	8	0	10	111	214	10	335	27	4	134	165	2	239	17	258	768
05:15 PM	2	10	1	13	123	248	11	382	37	4	105	146	2	219	15	236	777
Total Volume	11	33	3	47	460	930	45	1435	124	13	473	610	12	874	79	965	3057
% App. Total	23.4	70.2	6.4		32.1	64.8	3.1		20.3	2.1	77.5		1.2	90.6	8.2		
PHF	.688	.825	.750	.904	.935	.908	.865	.939	.838	.813	.882	.924	.500	.914	.731	.935	.980

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:15 PM				04:00 PM				
+0 mins.	4	6	1	11	111	212	13	336	31	4	138	173	6	257	16	279	
+15 mins.	3	9	1	13	115	256	11	382	35	2	115	152	1	227	21	249	
+30 mins.	2	8	0	10	111	214	10	335	25	3	119	147	2	211	20	233	
+45 mins.	2	10	1	13	123	248	11	382	27	4	134	165	6	205	27	238	
Total Volume	11	33	3	47	460	930	45	1435	118	13	506	637	15	900	84	999	
% App. Total	23.4	70.2	6.4		32.1	64.8	3.1		18.5	2	79.4		1.5	90.1	8.4		
PHF	.688	.825	.750	.904	.935	.908	.865	.939	.843	.813	.917	.921	.625	.875	.778	.895	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
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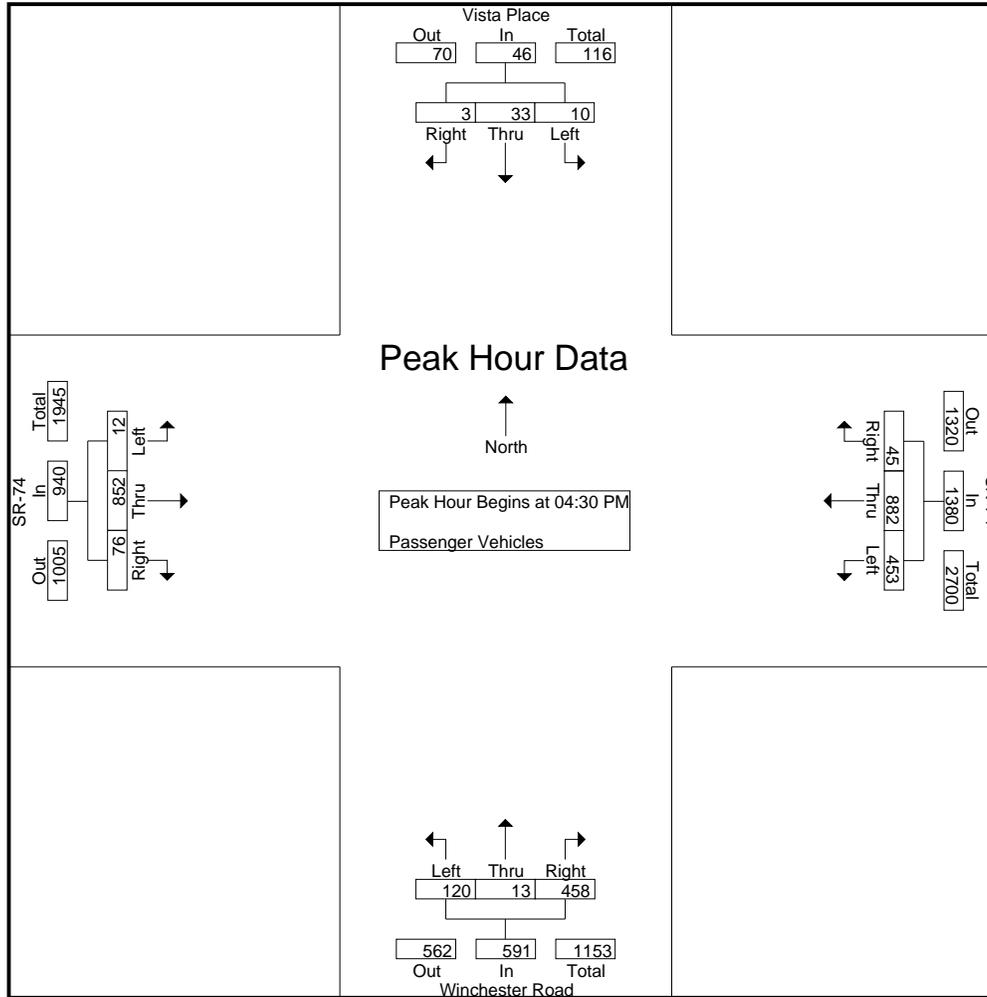
Groups Printed- Passenger Vehicles

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	4	6	0	0	10	98	157	8	3	263	37	3	106	35	146	6	240	16	8	262	46	681	727
04:15 PM	6	3	1	0	10	117	192	9	2	318	31	4	134	49	169	1	217	20	6	238	57	735	792
04:30 PM	4	6	1	0	11	110	199	13	4	322	34	2	111	34	147	2	204	19	11	225	49	705	754
04:45 PM	3	9	1	0	13	111	249	11	1	371	24	3	115	42	142	6	198	27	10	231	53	757	810
Total	17	24	3	0	44	436	797	41	10	1274	126	12	466	160	604	15	859	82	35	956	205	2878	3083
05:00 PM	2	8	0	0	10	110	202	10	4	322	27	4	131	55	162	2	236	16	5	254	64	748	812
05:15 PM	1	10	1	1	12	122	232	11	2	365	35	4	101	36	140	2	214	14	6	230	45	747	792
05:30 PM	4	5	0	0	9	101	151	14	3	266	41	2	131	48	174	1	179	9	4	189	55	638	693
05:45 PM	5	7	0	0	12	111	167	9	1	287	30	4	105	52	139	5	214	26	9	245	62	683	745
Total	12	30	1	1	43	444	752	44	10	1240	133	14	468	191	615	10	843	65	24	918	226	2816	3042
Grand Total	29	54	4	1	87	880	1549	85	20	2514	259	26	934	351	1219	25	1702	147	59	1874	431	5694	6125
Apprch %	33.3	62.1	4.6			35	61.6	3.4			21.2	2.1	76.6			1.3	90.8	7.8					
Total %	0.5	0.9	0.1		1.5	15.5	27.2	1.5		44.2	4.5	0.5	16.4		21.4	0.4	29.9	2.6		32.9	7	93	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	6	1	11	110	199	13	322	34	2	111	147	2	204	19	225	705
04:45 PM	3	9	1	13	111	249	11	371	24	3	115	142	6	198	27	231	757
05:00 PM	2	8	0	10	110	202	10	322	27	4	131	162	2	236	16	254	748
05:15 PM	1	10	1	12	122	232	11	365	35	4	101	140	2	214	14	230	747
Total Volume	10	33	3	46	453	882	45	1380	120	13	458	591	12	852	76	940	2957
% App. Total	21.7	71.7	6.5		32.8	63.9	3.3		20.3	2.2	77.5		1.3	90.6	8.1		
PHF	.625	.825	.750	.885	.928	.886	.865	.930	.857	.813	.874	.912	.500	.903	.704	.925	.977

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
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County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	4	6	1	11	110	199	13	322	34	2	111	147	2	204	19	225	
+15 mins.	3	9	1	13	111	249	11	371	24	3	115	142	6	198	27	231	
+30 mins.	2	8	0	10	110	202	10	322	27	4	131	162	2	236	16	254	
+45 mins.	1	10	1	12	122	232	11	365	35	4	101	140	2	214	14	230	
Total Volume	10	33	3	46	453	882	45	1380	120	13	458	591	12	852	76	940	
% App. Total	21.7	71.7	6.5		32.8	63.9	3.3		20.3	2.2	77.5		1.3	90.6	8.1		
PHF	.625	.825	.750	.885	.928	.886	.865	.930	.857	.813	.874	.912	.500	.903	.704	.925	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
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File Name : 14_CRV_SR-79_SR-74 PM
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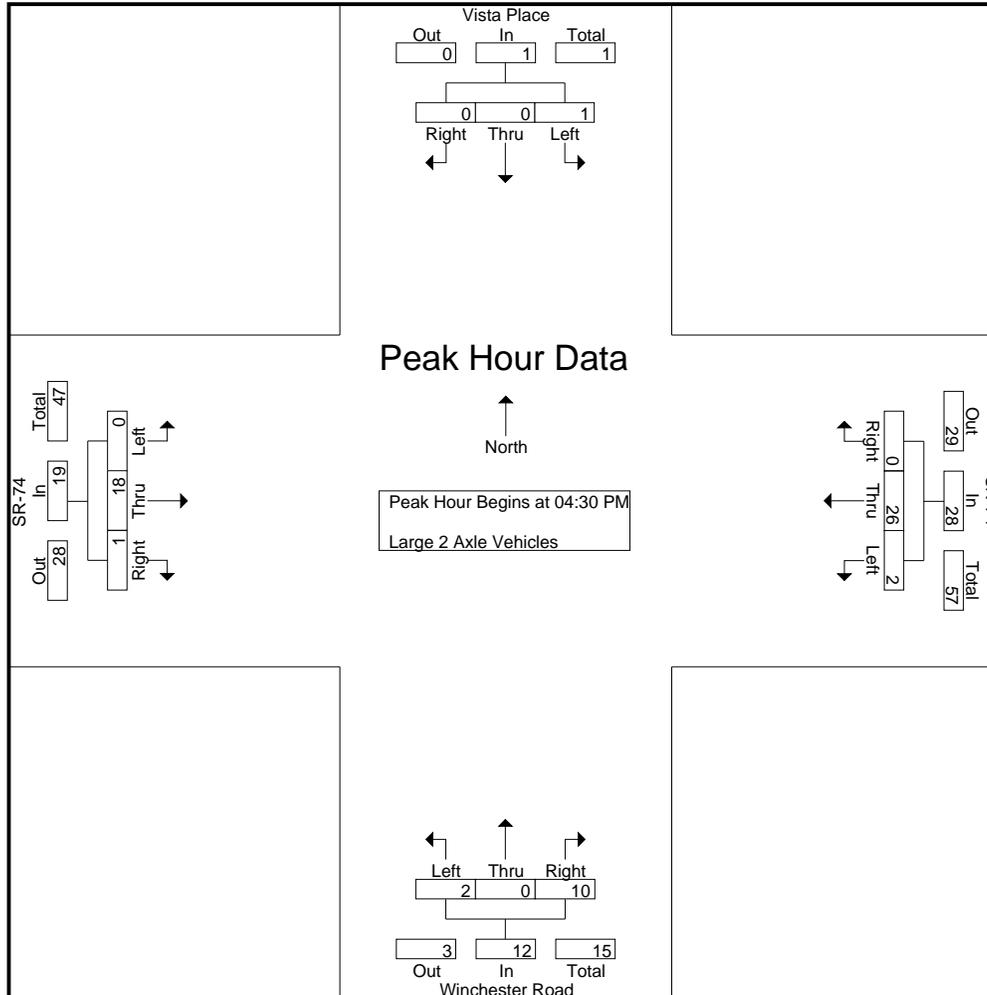
Groups Printed- Large 2 Axle Vehicles

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	3	4	1	1	8	0	0	3	1	3	0	13	0	0	13	2	24	26
04:15 PM	1	0	0	0	1	1	8	1	0	10	0	0	2	1	2	0	10	1	1	11	2	24	26
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	3	2	3	0	6	0	0	6	2	15	17
04:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	4	2	4	0	5	0	0	5	2	13	15
Total	1	0	0	0	1	5	21	2	1	28	0	0	12	6	12	0	34	1	1	35	8	76	84
05:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	2	1	2	0	3	0	0	3	1	12	13
05:15 PM	1	0	0	0	1	1	10	0	0	11	2	0	1	0	3	0	4	1	0	5	0	20	20
05:30 PM	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	0	5	1	1	6	1	15	16
05:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	1	0	5	0	9	9
Total	1	0	0	0	1	2	27	0	0	29	3	0	4	1	7	0	16	3	1	19	2	56	58
Grand Total	2	0	0	0	2	7	48	2	1	57	3	0	16	7	19	0	50	4	2	54	10	132	142
Apprch %	100	0	0			12.3	84.2	3.5			15.8	0	84.2			0	92.6	7.4					
Total %	1.5	0	0		1.5	5.3	36.4	1.5		43.2	2.3	0	12.1		14.4	0	37.9	3		40.9	7	93	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 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	6	0	6	0	0	3	3	0	6	0	6	15
04:45 PM	0	0	0	0	1	3	0	4	0	0	4	4	0	5	0	5	13
05:00 PM	0	0	0	0	0	7	0	7	0	0	2	2	0	3	0	3	12
05:15 PM	1	0	0	1	1	10	0	11	2	0	1	3	0	4	1	5	20
Total Volume	1	0	0	1	2	26	0	28	2	0	10	12	0	18	1	19	60
% App. Total	100	0	0		7.1	92.9	0		16.7	0	83.3		0	94.7	5.3		
PHF	.250	.000	.000	.250	.500	.650	.000	.636	.250	.000	.625	.750	.000	.750	.250	.792	.750

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
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County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	6	0	6	0	0	3	3	0	6	0	6	
+15 mins.	0	0	0	0	1	3	0	4	0	0	4	4	0	5	0	5	
+30 mins.	0	0	0	0	0	7	0	7	0	0	2	2	0	3	0	3	
+45 mins.	1	0	0	1	1	10	0	11	2	0	1	3	0	4	1	5	
Total Volume	1	0	0	1	2	26	0	28	2	0	10	12	0	18	1	19	
% App. Total	100	0	0		7.1	92.9	0		16.7	0	83.3		0	94.7	5.3		
PHF	.250	.000	.000	.250	.500	.650	.000	.636	.250	.000	.625	.750	.000	.750	.250	.792	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

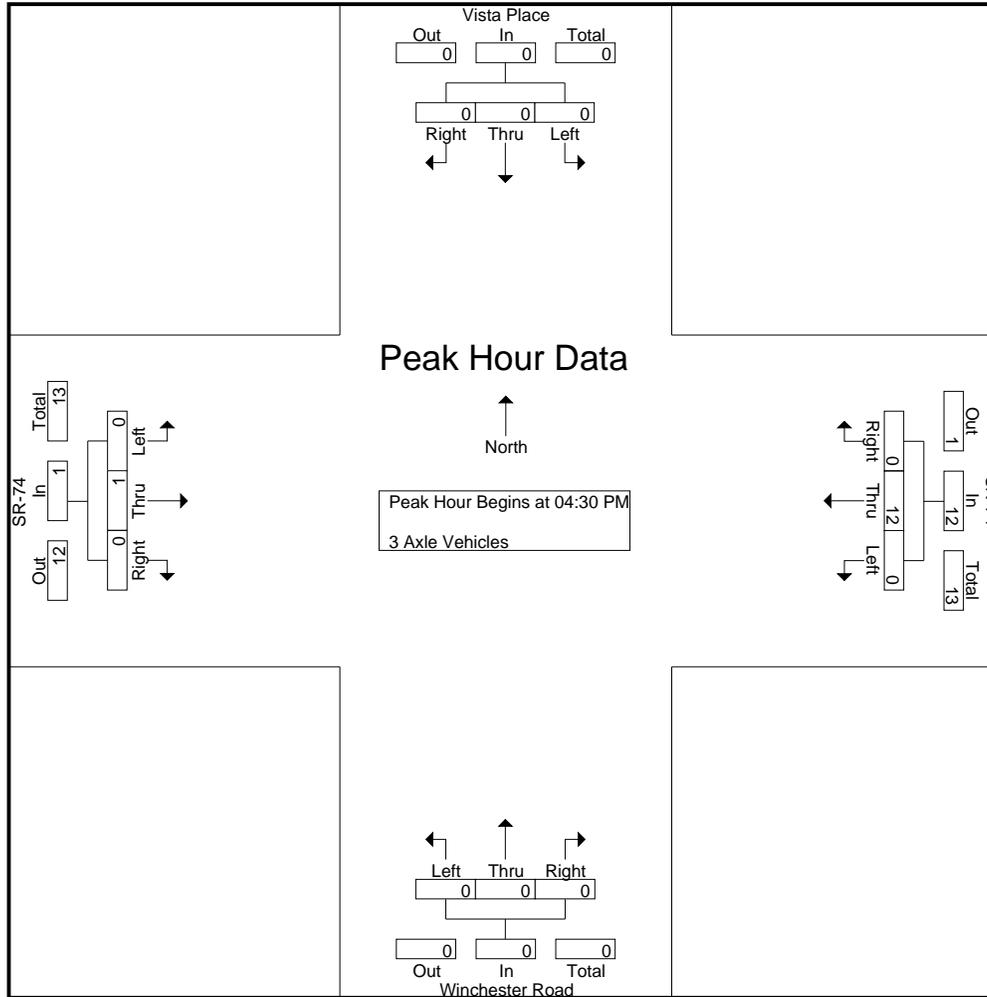
Groups Printed- 3 Axle Vehicles

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	3	0	0	3	0	11	11
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14
Grand Total	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	0	3	0	0	3	0	25	25
Apprch %	0	0	0			0	100	0			0	0	100			0	100	0					
Total %	0	0	0			0	84	0		84	0	0	4		4	0	12	0		12	0	100	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	1	0	1	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.813

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	1	0	1	
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

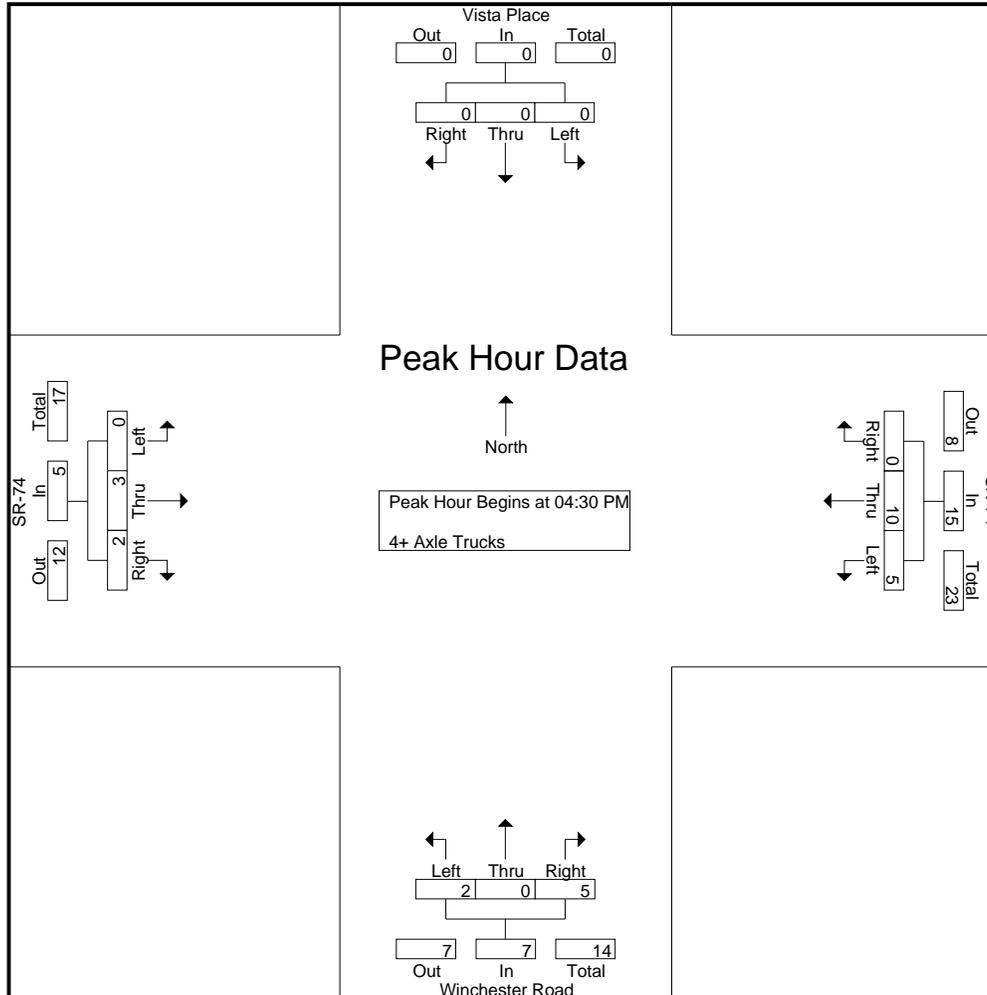
Groups Printed- 4+ Axle Trucks

Start Time	Vista Place Southbound					SR-74 Westbound					Winchester Road Northbound					SR-74 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	5	5
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	5	5
04:30 PM	0	0	0	0	0	1	4	0	0	5	1	0	1	1	2	0	1	1	0	2	1	9	10
04:45 PM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	1	0	0	1	0	7	7
Total	0	0	0	0	0	4	12	0	0	16	3	0	2	1	5	0	4	1	0	5	1	26	27
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	1	1	1	1	5	6
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	6	6
05:30 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	0	0	0	0	0	3	7	0	0	10	1	0	4	0	5	0	3	1	1	4	1	19	20
Grand Total	0	0	0	0	0	7	19	0	0	26	4	0	6	1	10	0	7	2	1	9	2	45	47
Apprch %	0	0	0			26.9	73.1	0			40	0	60			0	77.8	22.2					
Total %	0	0	0			15.6	42.2	0		57.8	8.9	0	13.3		22.2	0	15.6	4.4		20	4.3	95.7	

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 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	1	4	0	5	1	0	1	2	0	1	1	2	9
04:45 PM	0	0	0	0	3	2	0	5	1	0	0	1	0	1	0	1	7
05:00 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	1	1	5
05:15 PM	0	0	0	0	0	2	0	2	0	0	3	3	0	1	0	1	6
Total Volume	0	0	0	0	5	10	0	15	2	0	5	7	0	3	2	5	27
% App. Total	0	0	0		33.3	66.7	0		28.6	0	71.4		0	60	40		
PHF	.000	.000	.000	.000	.417	.625	.000	.750	.500	.000	.417	.583	.000	.750	.500	.625	.750

County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Vista Place/Winchester Road (SR-79)
 E/W: SR-74
 Weather: Clear

File Name : 14_CRV_SR-79_SR-74 PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Vista Place Southbound				SR-74 Westbound				Winchester Road Northbound				SR-74 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	1	4	0	5	1	0	1	2	0	1	1	2	
+15 mins.	0	0	0	0	3	2	0	5	1	0	0	1	0	1	0	1	
+30 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	0	1	1	
+45 mins.	0	0	0	0	0	2	0	2	0	0	3	3	0	1	0	1	
Total Volume	0	0	0	0	5	10	0	15	2	0	5	7	0	3	2	5	
% App. Total	0	0	0	0	33.3	66.7	0		28.6	0	71.4		0	60	40		
PHF	.000	.000	.000	.000	.417	.625	.000	.750	.500	.000	.417	.583	.000	.750	.500	.625	

Location: County of Riverside
 N/S: Vista Place/Winchester Road
 E/W: SR-74



Date: 4/16/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Vista Place	East Leg SR-74	South Leg Winchester Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	2	4
7:15 AM	0	0	0	2	2
7:30 AM	0	0	1	1	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	3	6	9

	North Leg Vista Place	East Leg SR-74	South Leg Winchester Road	West Leg SR-74	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	1	0	0	2	3
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	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	5	7

Location: County of Riverside
 N/S: Vista Place/Winchester Road
 E/W: SR-74



Date: 4/16/2024
 Day: Tuesday

BICYCLES

	Southbound Vista Place			Westbound SR-74			Northbound Winchester Road			Eastbound SR-74			
	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 Vista Place			Westbound SR-74			Northbound Winchester Road			Eastbound SR-74			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 01_HEM_4S_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Four Seasons Boulevard Southbound				Florida Avenue Westbound				Florida Avenue Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
07:00 AM	5	20	5	25	244	3	2	247	5	199	204	7	476	483
07:15 AM	4	21	3	25	286	4	2	290	1	237	238	5	553	558
07:30 AM	4	14	1	18	277	6	3	283	4	285	289	4	590	594
07:45 AM	4	12	5	16	250	11	2	261	6	243	249	7	526	533
Total	17	67	14	84	1057	24	9	1081	16	964	980	23	2145	2168
08:00 AM	4	18	3	22	242	7	2	249	5	274	279	5	550	555
08:15 AM	8	9	4	17	242	8	4	250	6	266	272	8	539	547
08:30 AM	9	10	2	19	258	11	3	269	7	276	283	5	571	576
08:45 AM	13	9	0	22	212	10	3	222	6	229	235	3	479	482
Total	34	46	9	80	954	36	12	990	24	1045	1069	21	2139	2160
Grand Total	51	113	23	164	2011	60	21	2071	40	2009	2049	44	4284	4328
Apprch %	31.1	68.9			97.1	2.9			2	98				
Total %	1.2	2.6		3.8	46.9	1.4		48.3	0.9	46.9	47.8	1	99	

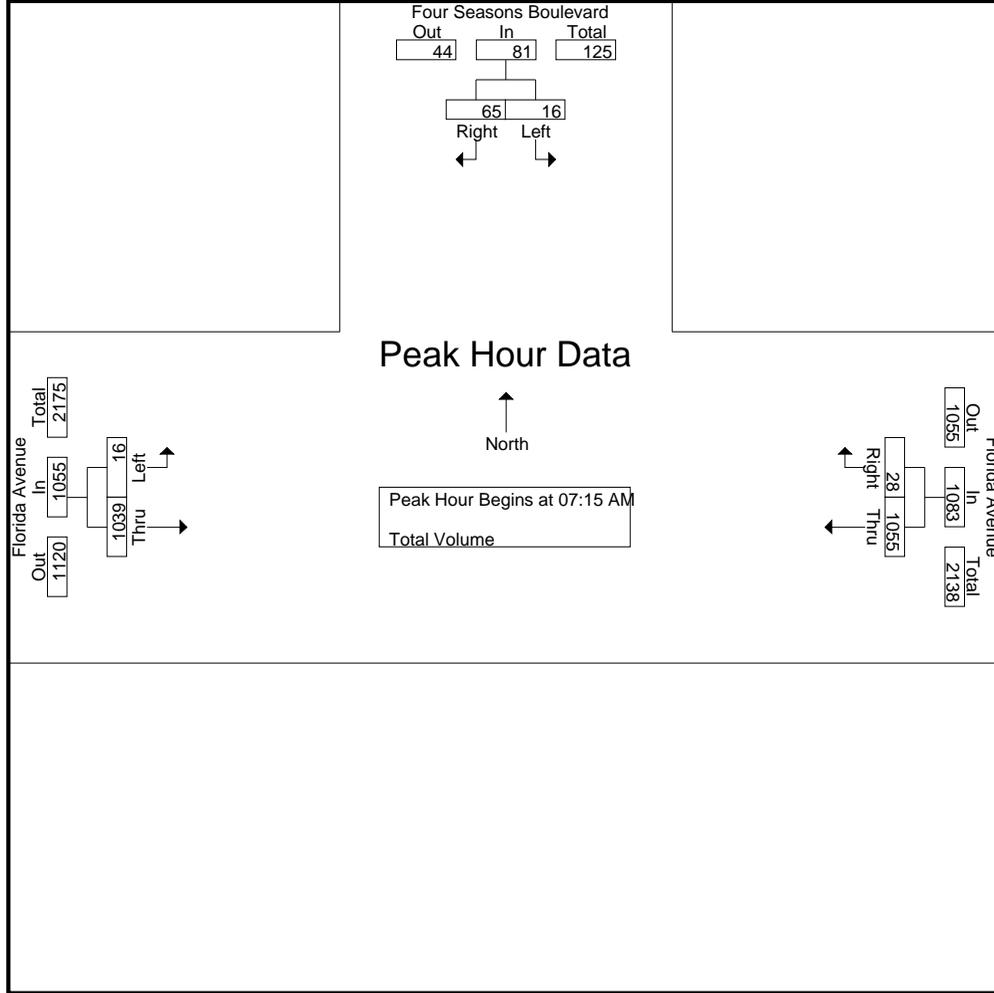
Start Time	Four Seasons Boulevard Southbound			Florida Avenue Westbound			Florida Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	4	21	25	286	4	290	1	237	238	553
07:30 AM	4	14	18	277	6	283	4	285	289	590
07:45 AM	4	12	16	250	11	261	6	243	249	526
08:00 AM	4	18	22	242	7	249	5	274	279	550
Total Volume	16	65	81	1055	28	1083	16	1039	1055	2219
% App. Total	19.8	80.2		97.4	2.6		1.5	98.5		
PHF	1.00	.774	.810	.922	.636	.934	.667	.911	.913	.940

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 Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 01_HEM_4S_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	5	20	25	286	4	290	4	285	289
+15 mins.	4	21	25	277	6	283	6	243	249
+30 mins.	4	14	18	250	11	261	5	274	279
+45 mins.	4	12	16	242	7	249	6	266	272
Total Volume	17	67	84	1055	28	1083	21	1068	1089
% App. Total	20.2	79.8		97.4	2.6		1.9	98.1	
PHF	.850	.798	.840	.922	.636	.934	.875	.937	.942

City of Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 01_HEM_4S_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Four Seasons Boulevard Southbound				Florida Avenue Westbound				Florida Avenue Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	10	13	2	23	272	17	5	289	19	348	367	7	679	686
04:15 PM	14	10	8	24	318	15	6	333	18	327	345	14	702	716
04:30 PM	13	6	1	19	269	15	8	284	13	339	352	9	655	664
04:45 PM	4	8	0	12	267	15	3	282	15	343	358	3	652	655
Total	41	37	11	78	1126	62	22	1188	65	1357	1422	33	2688	2721
05:00 PM	3	12	0	15	268	8	2	276	17	299	316	2	607	609
05:15 PM	6	9	2	15	309	10	5	319	16	304	320	7	654	661
05:30 PM	3	11	1	14	256	16	2	272	19	334	353	3	639	642
05:45 PM	5	4	1	9	229	12	4	241	13	289	302	5	552	557
Total	17	36	4	53	1062	46	13	1108	65	1226	1291	17	2452	2469
Grand Total	58	73	15	131	2188	108	35	2296	130	2583	2713	50	5140	5190
Apprch %	44.3	55.7			95.3	4.7			4.8	95.2				
Total %	1.1	1.4		2.5	42.6	2.1		44.7	2.5	50.3	52.8	1	99	

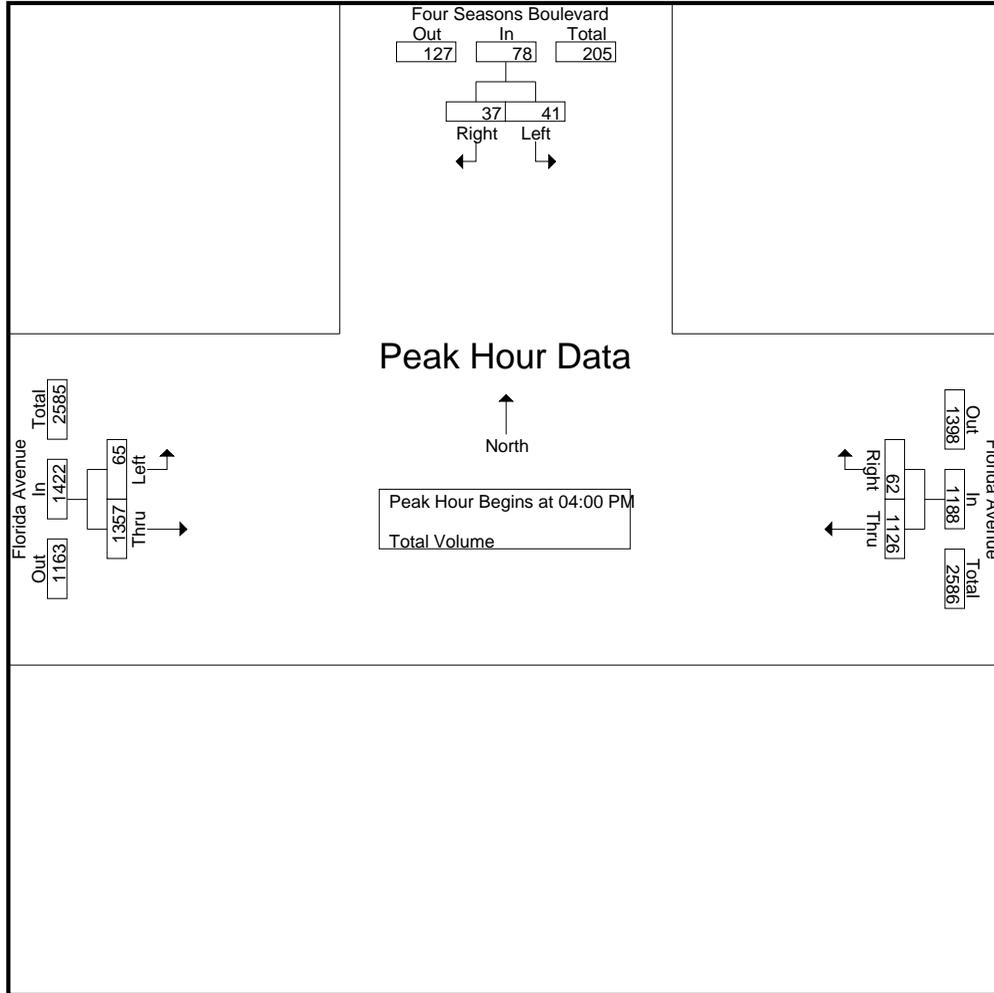
Start Time	Four Seasons Boulevard Southbound			Florida Avenue Westbound			Florida Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	10	13	23	272	17	289	19	348	367	679
04:15 PM	14	10	24	318	15	333	18	327	345	702
04:30 PM	13	6	19	269	15	284	13	339	352	655
04:45 PM	4	8	12	267	15	282	15	343	358	652
Total Volume	41	37	78	1126	62	1188	65	1357	1422	2688
% App. Total	52.6	47.4		94.8	5.2		4.6	95.4		
PHF	.732	.712	.813	.885	.912	.892	.855	.975	.969	.957

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

City of Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 01_HEM_4S_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	10	13	23	272	17	289	19	348	367
+15 mins.	14	10	24	318	15	333	18	327	345
+30 mins.	13	6	19	269	15	284	13	339	352
+45 mins.	4	8	12	267	15	282	15	343	358
Total Volume	41	37	78	1126	62	1188	65	1357	1422
% App. Total	52.6	47.4		94.8	5.2		4.6	95.4	
PHF	.732	.712	.813	.885	.912	.892	.855	.975	.969

Location: Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Four Seasons Boulevard Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Four Seasons Boulevard Pedestrians	West Leg Florida Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Four Seasons Boulevard Pedestrians	East Leg Florida Avenue Pedestrians	South Leg Four Seasons Boulevard Pedestrians	West Leg Florida Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Hemet
 N/S: Four Seasons Boulevard
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Four Seasons Boulevard			Westbound Florida Avenue			Northbound Four Seasons Boulevard			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	1	0	2

	Southbound Four Seasons Boulevard			Westbound Florida Avenue			Northbound Four Seasons Boulevard			Eastbound Florida 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

City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

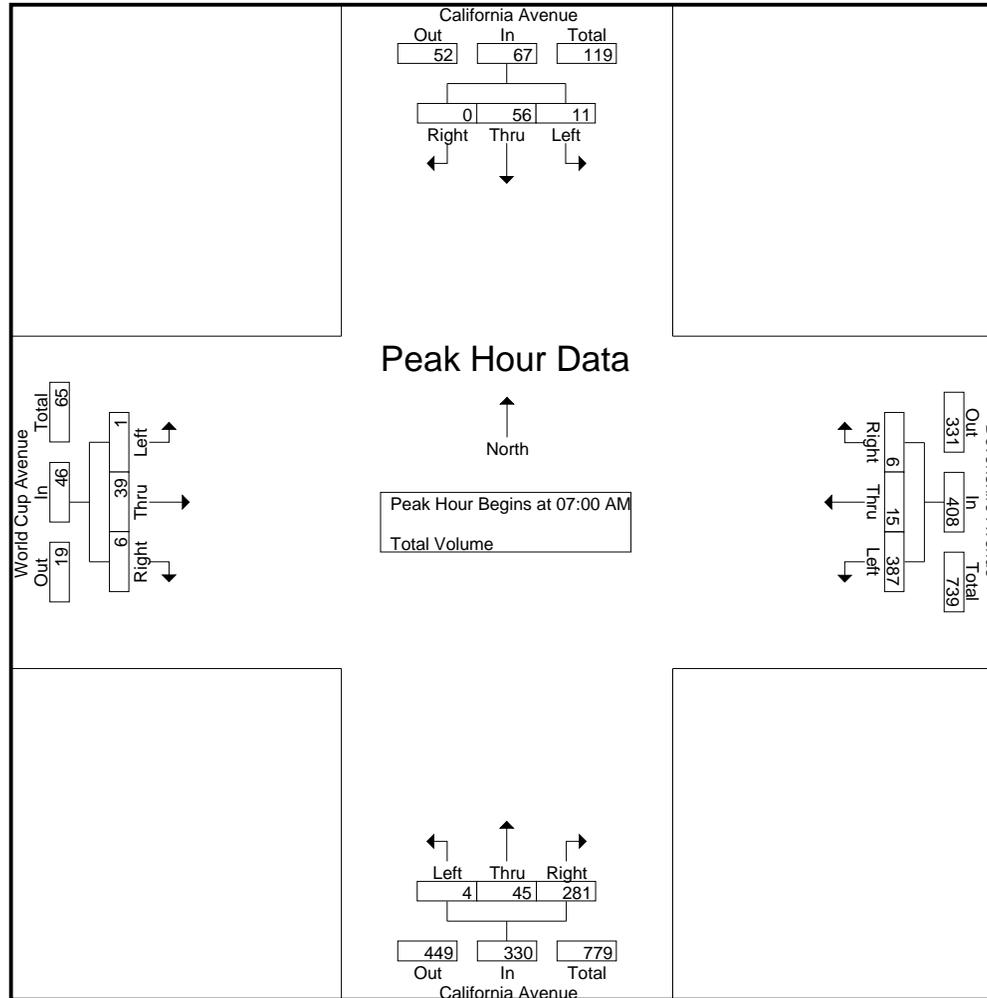
Groups Printed- Total Volume

Start Time	California Avenue Southbound					Devonshire Avenue Westbound					California Avenue Northbound					World Cup Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	13	0	0	16	75	2	1	0	78	1	11	80	0	92	0	3	2	0	5	0	191	191
07:15 AM	2	15	0	0	17	128	3	3	0	134	1	12	69	0	82	0	14	1	0	15	0	248	248
07:30 AM	1	12	0	0	13	99	6	2	0	107	0	10	68	0	78	0	11	1	0	12	0	210	210
07:45 AM	5	16	0	0	21	85	4	0	0	89	2	12	64	0	78	1	11	2	0	14	0	202	202
Total	11	56	0	0	67	387	15	6	0	408	4	45	281	0	330	1	39	6	0	46	0	851	851
08:00 AM	1	11	0	0	12	82	0	0	0	82	0	11	56	0	67	0	16	8	0	24	0	185	185
08:15 AM	1	10	0	0	11	78	4	0	0	82	1	7	57	0	65	0	9	2	0	11	0	169	169
08:30 AM	0	7	0	0	7	75	3	6	0	84	1	5	71	0	77	1	12	5	0	18	0	186	186
08:45 AM	5	11	1	0	17	73	6	3	0	82	0	5	36	0	41	0	21	2	0	23	0	163	163
Total	7	39	1	0	47	308	13	9	0	330	2	28	220	0	250	1	58	17	0	76	0	703	703
Grand Total	18	95	1	0	114	695	28	15	0	738	6	73	501	0	580	2	97	23	0	122	0	1554	1554
Apprch %	15.8	83.3	0.9			94.2	3.8	2			1	12.6	86.4			1.6	79.5	18.9					
Total %	1.2	6.1	0.1		7.3	44.7	1.8	1		47.5	0.4	4.7	32.2		37.3	0.1	6.2	1.5		7.9	0	100	

Start Time	California Avenue Southbound				Devonshire Avenue Westbound				California Avenue Northbound				World Cup 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 07:00 AM																	
07:00 AM	3	13	0	16	75	2	1	78	1	11	80	92	0	3	2	5	191
07:15 AM	2	15	0	17	128	3	3	134	1	12	69	82	0	14	1	15	248
07:30 AM	1	12	0	13	99	6	2	107	0	10	68	78	0	11	1	12	210
07:45 AM	5	16	0	21	85	4	0	89	2	12	64	78	1	11	2	14	202
Total Volume	11	56	0	67	387	15	6	408	4	45	281	330	1	39	6	46	851
% App. Total	16.4	83.6	0		94.9	3.7	1.5		1.2	13.6	85.2		2.2	84.8	13		
PHF	.550	.875	.000	.798	.756	.625	.500	.761	.500	.938	.878	.897	.250	.696	.750	.767	.858

City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev AM
 Site Code : 05124452
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City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	California Avenue Southbound				Devonshire Avenue Westbound				California Avenue Northbound				World Cup 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 Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				08:00 AM				
+0 mins.	3	13	0	16	128	3	3	134	1	11	80	92	0	16	8	24	
+15 mins.	2	15	0	17	99	6	2	107	1	12	69	82	0	9	2	11	
+30 mins.	1	12	0	13	85	4	0	89	0	10	68	78	1	12	5	18	
+45 mins.	5	16	0	21	82	0	0	82	2	12	64	78	0	21	2	23	
Total Volume	11	56	0	67	394	13	5	412	4	45	281	330	1	58	17	76	
% App. Total	16.4	83.6	0		95.6	3.2	1.2		1.2	13.6	85.2		1.3	76.3	22.4		
PHF	.550	.875	.000	.798	.770	.542	.417	.769	.500	.938	.878	.897	.250	.690	.531	.792	

City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

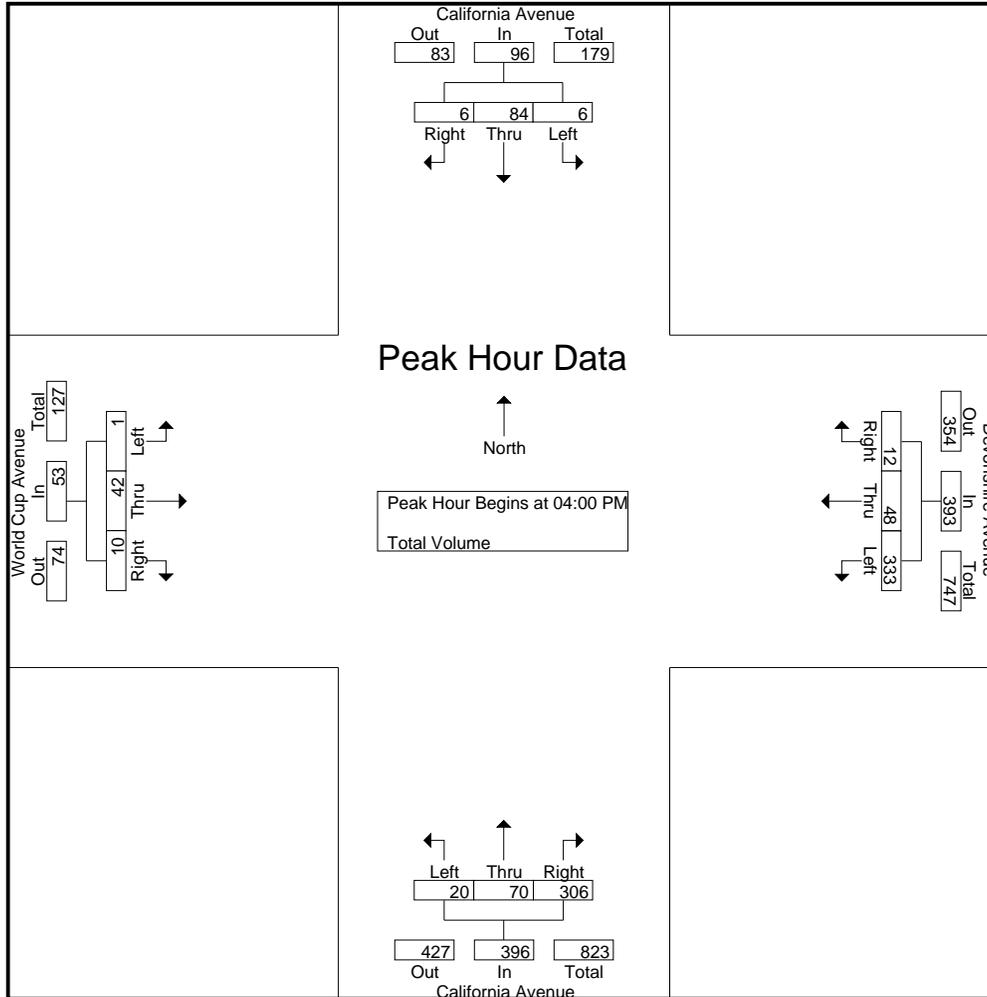
Groups Printed- Total Volume

Start Time	California Avenue Southbound					Devonshire Avenue Westbound					California Avenue Northbound					World Cup Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	3	30	1	0	34	93	13	3	0	109	4	17	69	0	90	0	9	1	0	10	0	243	243
04:15 PM	0	20	1	0	21	81	13	3	0	97	7	14	86	0	107	0	8	5	0	13	0	238	238
04:30 PM	0	18	2	0	20	77	9	3	0	89	6	15	82	0	103	1	8	3	0	12	0	224	224
04:45 PM	3	16	2	0	21	82	13	3	0	98	3	24	69	0	96	0	17	1	0	18	0	233	233
Total	6	84	6	0	96	333	48	12	0	393	20	70	306	0	396	1	42	10	0	53	0	938	938
05:00 PM	6	20	2	0	28	69	8	2	0	79	3	13	80	0	96	1	5	2	0	8	0	211	211
05:15 PM	3	11	1	0	15	87	8	0	0	95	2	11	65	0	78	0	6	1	0	7	0	195	195
05:30 PM	3	15	0	0	18	117	6	0	0	123	3	12	53	0	68	0	5	1	0	6	0	215	215
05:45 PM	4	12	0	0	16	96	7	2	0	105	2	15	61	0	78	0	12	2	0	14	0	213	213
Total	16	58	3	0	77	369	29	4	0	402	10	51	259	0	320	1	28	6	0	35	0	834	834
Grand Total	22	142	9	0	173	702	77	16	0	795	30	121	565	0	716	2	70	16	0	88	0	1772	1772
Apprch %	12.7	82.1	5.2			88.3	9.7	2			4.2	16.9	78.9			2.3	79.5	18.2					
Total %	1.2	8	0.5		9.8	39.6	4.3	0.9		44.9	1.7	6.8	31.9		40.4	0.1	4	0.9		5	0	100	

Start Time	California Avenue Southbound				Devonshire Avenue Westbound				California Avenue Northbound				World Cup 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	3	30	1	34	93	13	3	109	4	17	69	90	0	9	1	10	243
04:15 PM	0	20	1	21	81	13	3	97	7	14	86	107	0	8	5	13	238
04:30 PM	0	18	2	20	77	9	3	89	6	15	82	103	1	8	3	12	224
04:45 PM	3	16	2	21	82	13	3	98	3	24	69	96	0	17	1	18	233
Total Volume	6	84	6	96	333	48	12	393	20	70	306	396	1	42	10	53	938
% App. Total	6.2	87.5	6.2		84.7	12.2	3.1		5.1	17.7	77.3		1.9	79.2	18.9		
PHF	.500	.700	.750	.706	.895	.923	1.00	.901	.714	.729	.890	.925	.250	.618	.500	.736	.965

City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
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City of Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 02_HEM_Cali_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
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Start Time	California Avenue Southbound				Devonshire Avenue Westbound				California Avenue Northbound				World Cup 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 Each Approach Begins at:																	
	04:00 PM				05:00 PM				04:15 PM				04:00 PM				
+0 mins.	3	30	1	34	69	8	2	79	7	14	86	107	0	9	1	10	
+15 mins.	0	20	1	21	87	8	0	95	6	15	82	103	0	8	5	13	
+30 mins.	0	18	2	20	117	6	0	123	3	24	69	96	1	8	3	12	
+45 mins.	3	16	2	21	96	7	2	105	3	13	80	96	0	17	1	18	
Total Volume	6	84	6	96	369	29	4	402	19	66	317	402	1	42	10	53	
% App. Total	6.2	87.5	6.2		91.8	7.2	1		4.7	16.4	78.9		1.9	79.2	18.9		
PHF	.500	.700	.750	.706	.788	.906	.500	.817	.679	.688	.922	.939	.250	.618	.500	.736	

Location: Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg California Avenue	East Leg Devonshire Avenue	South Leg California Avenue	West Leg World Cup Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	3	3
7:15 AM	0	0	0	2	2
7:30 AM	0	0	1	1	2
7:45 AM	0	0	0	6	6
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	14	15

	North Leg California Avenue	East Leg Devonshire Avenue	South Leg California Avenue	West Leg World Cup 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	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	2	2

Location: Hemet
 N/S: California Avenue
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound California Avenue			Westbound Devonshire Avenue			Northbound California Avenue			Eastbound World Cup 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 California Avenue			Westbound Devonshire Avenue			Northbound California Avenue			Eastbound World Cup 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	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	1	0	0	0	2

City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

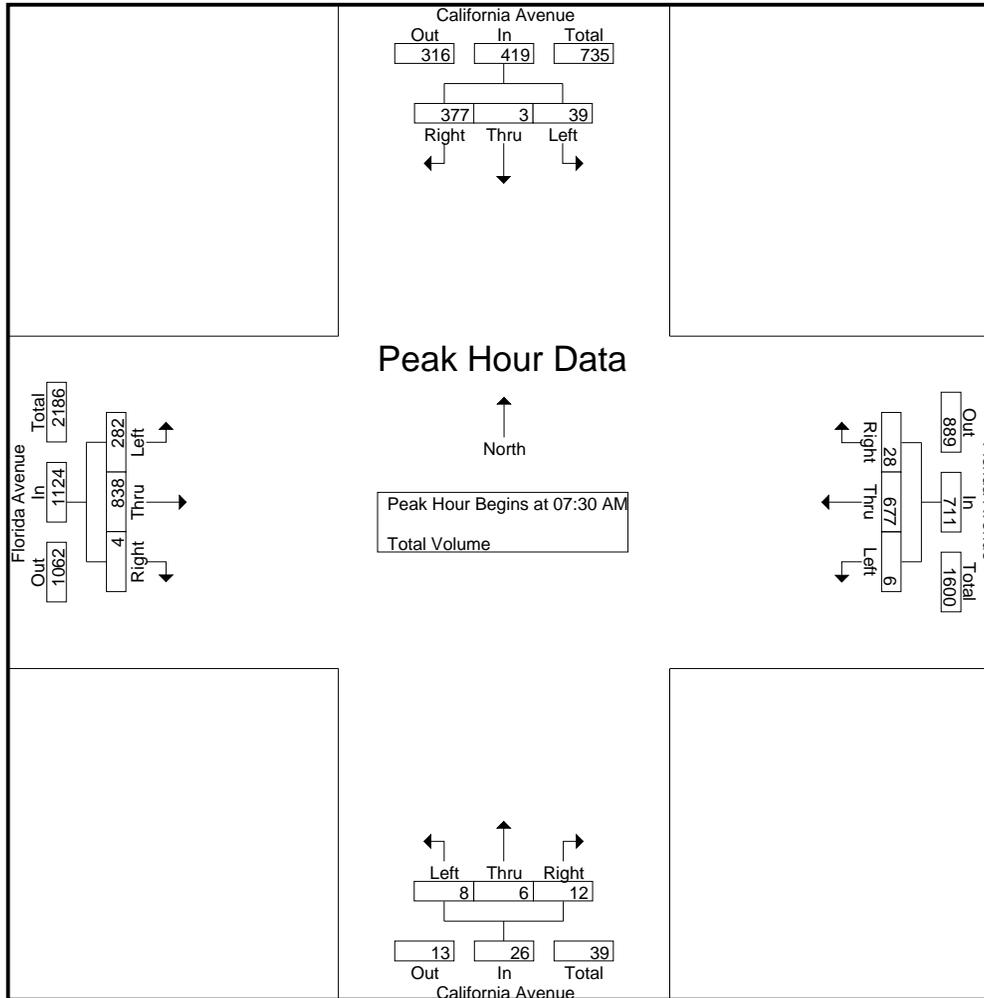
Groups Printed- Total Volume

Start Time	California Avenue Southbound					Florida Avenue Westbound					California Avenue Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	10	0	102	0	112	0	161	4	0	165	1	1	1	0	3	53	165	0	0	218	0	498	498
07:15 AM	5	0	100	0	105	0	204	4	0	208	5	0	0	0	5	44	193	0	0	237	0	555	555
07:30 AM	10	2	112	0	124	1	159	8	1	168	4	1	5	0	10	68	202	3	0	273	1	575	576
07:45 AM	8	0	85	0	93	3	183	3	0	189	3	2	3	0	8	76	214	0	0	290	0	580	580
Total	33	2	399	0	434	4	707	19	1	730	13	4	9	0	26	241	774	3	0	1018	1	2208	2209
08:00 AM	12	0	86	0	98	0	169	9	0	178	0	1	3	0	4	67	206	0	0	273	0	553	553
08:15 AM	9	1	94	0	104	2	166	8	1	176	1	2	1	0	4	71	216	1	0	288	1	572	573
08:30 AM	5	1	93	0	99	2	176	3	1	181	3	4	1	0	8	55	221	1	0	277	1	565	566
08:45 AM	8	1	79	0	88	1	137	10	0	148	0	1	2	0	3	45	192	1	0	238	0	477	477
Total	34	3	352	0	389	5	648	30	2	683	4	8	7	0	19	238	835	3	0	1076	2	2167	2169
Grand Total	67	5	751	0	823	9	1355	49	3	1413	17	12	16	0	45	479	1609	6	0	2094	3	4375	4378
Apprch %	8.1	0.6	91.3			0.6	95.9	3.5			37.8	26.7	35.6			22.9	76.8	0.3					
Total %	1.5	0.1	17.2		18.8	0.2	31	1.1		32.3	0.4	0.3	0.4		1	10.9	36.8	0.1		47.9	0.1	99.9	

Start Time	California Avenue Southbound				Florida Avenue Westbound				California Avenue Northbound				Florida 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 07:30 AM																	
07:30 AM	10	2	112	124	1	159	8	168	4	1	5	10	68	202	3	273	575
07:45 AM	8	0	85	93	3	183	3	189	3	2	3	8	76	214	0	290	580
08:00 AM	12	0	86	98	0	169	9	178	0	1	3	4	67	206	0	273	553
08:15 AM	9	1	94	104	2	166	8	176	1	2	1	4	71	216	1	288	572
Total Volume	39	3	377	419	6	677	28	711	8	6	12	26	282	838	4	1124	2280
% App. Total	9.3	0.7	90		0.8	95.2	3.9		30.8	23.1	46.2		25.1	74.6	0.4		
PHF	.813	.375	.842	.845	.500	.925	.778	.940	.500	.750	.600	.650	.928	.970	.333	.969	.983

City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	California Avenue Southbound				Florida Avenue Westbound				California Avenue Northbound				Florida 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 Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:15 AM				07:45 AM				
+0 mins.	10	0	102	112	0	204	4	208	5	0	0	5	76	214	0	290	
+15 mins.	5	0	100	105	1	159	8	168	4	1	5	10	67	206	0	273	
+30 mins.	10	2	112	124	3	183	3	189	3	2	3	8	71	216	1	288	
+45 mins.	8	0	85	93	0	169	9	178	0	1	3	4	55	221	1	277	
Total Volume	33	2	399	434	4	715	24	743	12	4	11	27	269	857	2	1128	
% App. Total	7.6	0.5	91.9		0.5	96.2	3.2		44.4	14.8	40.7		23.8	76	0.2		
PHF	.825	.250	.891	.875	.333	.876	.667	.893	.600	.500	.550	.675	.885	.969	.500	.972	

City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

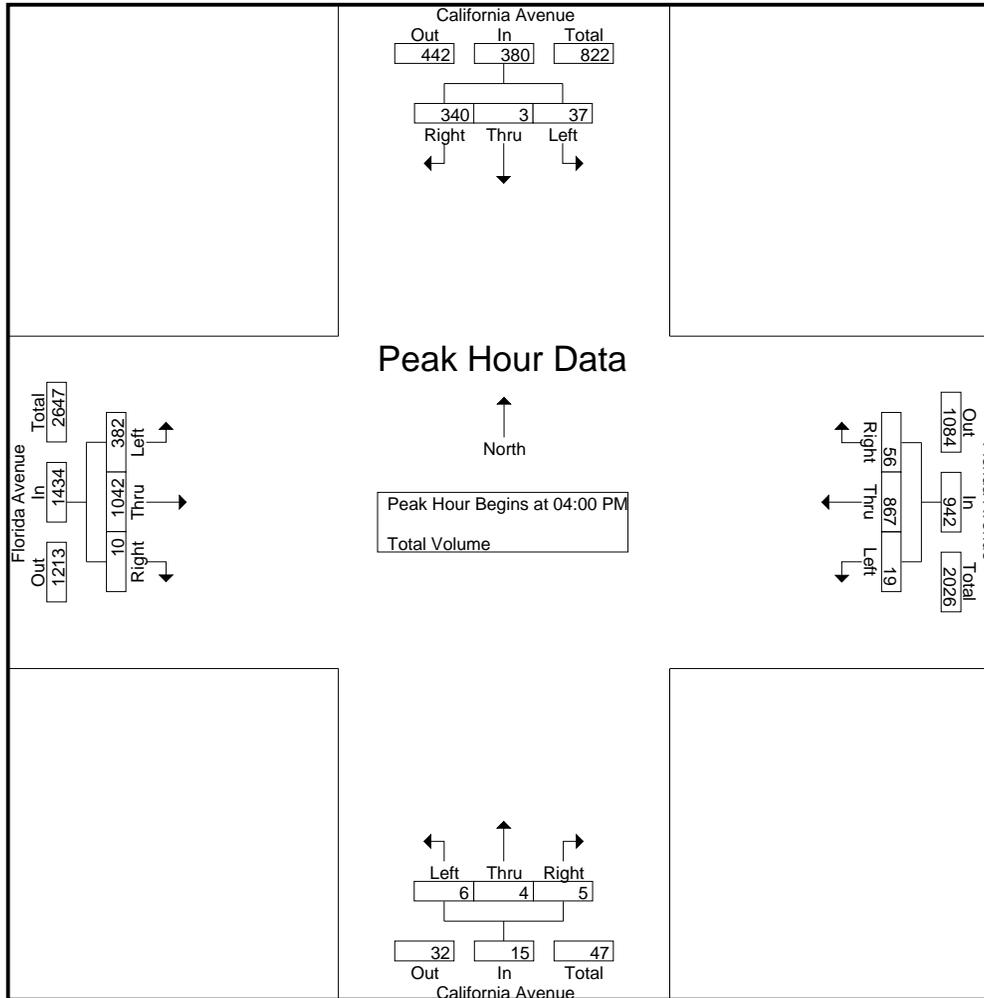
Groups Printed- Total Volume

Start Time	California Avenue Southbound					Florida Avenue Westbound					California Avenue Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	11	2	94	0	107	4	192	14	3	210	0	2	3	0	5	93	264	5	0	362	3	684	687
04:15 PM	4	0	81	0	85	5	277	12	1	294	1	0	0	0	1	91	261	3	0	355	1	735	736
04:30 PM	17	0	82	0	99	7	198	13	2	218	3	1	1	0	5	94	258	0	0	352	2	674	676
04:45 PM	5	1	83	0	89	3	200	17	2	220	2	1	1	0	4	104	259	2	0	365	2	678	680
Total	37	3	340	0	380	19	867	56	8	942	6	4	5	0	15	382	1042	10	0	1434	8	2771	2779
05:00 PM	11	1	85	0	97	1	179	14	2	194	2	0	3	0	5	78	215	1	0	294	2	590	592
05:15 PM	12	0	93	0	105	8	224	7	1	239	0	0	1	0	1	92	227	0	0	319	1	664	665
05:30 PM	8	1	84	0	93	1	199	12	3	212	2	2	2	0	6	84	285	2	0	371	3	682	685
05:45 PM	3	1	58	0	62	3	189	11	3	203	0	0	0	0	0	75	217	3	0	295	3	560	563
Total	34	3	320	0	357	13	791	44	9	848	4	2	6	0	12	329	944	6	0	1279	9	2496	2505
Grand Total	71	6	660	0	737	32	1658	100	17	1790	10	6	11	0	27	711	1986	16	0	2713	17	5267	5284
Apprch %	9.6	0.8	89.6			1.8	92.6	5.6			37	22.2	40.7			26.2	73.2	0.6					
Total %	1.3	0.1	12.5		14	0.6	31.5	1.9		34	0.2	0.1	0.2		0.5	13.5	37.7	0.3		51.5	0.3	99.7	

Start Time	California Avenue Southbound				Florida Avenue Westbound				California Avenue Northbound				Florida 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	11	2	94	107	4	192	14	210	0	2	3	5	93	264	5	362	684
04:15 PM	4	0	81	85	5	277	12	294	1	0	0	1	91	261	3	355	735
04:30 PM	17	0	82	99	7	198	13	218	3	1	1	5	94	258	0	352	674
04:45 PM	5	1	83	89	3	200	17	220	2	1	1	4	104	259	2	365	678
Total Volume	37	3	340	380	19	867	56	942	6	4	5	15	382	1042	10	1434	2771
% App. Total	9.7	0.8	89.5		2	92	5.9		40	26.7	33.3		26.6	72.7	0.7		
PHF	.544	.375	.904	.888	.679	.782	.824	.801	.500	.500	.417	.750	.918	.987	.500	.982	.943

City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: California Avenue
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 03_HEM_Cali_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	California Avenue Southbound				Florida Avenue Westbound				California Avenue Northbound				Florida 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 Each Approach Begins at:																	
	04:30 PM				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	17	0	82	99	4	192	14	210	2	1	1	4	93	264	5	362	
+15 mins.	5	1	83	89	5	277	12	294	2	0	3	5	91	261	3	355	
+30 mins.	11	1	85	97	7	198	13	218	0	0	1	1	94	258	0	352	
+45 mins.	12	0	93	105	3	200	17	220	2	2	2	6	104	259	2	365	
Total Volume	45	2	343	390	19	867	56	942	6	3	7	16	382	1042	10	1434	
% App. Total	11.5	0.5	87.9		2	92	5.9		37.5	18.8	43.8		26.6	72.7	0.7		
PHF	.662	.500	.922	.929	.679	.782	.824	.801	.750	.375	.583	.667	.918	.987	.500	.982	

Location: Hemet
 N/S: California Avenue
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg California Avenue	East Leg Florida Avenue	South Leg California Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg California Avenue	East Leg Florida Avenue	South Leg California Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Hemet
 N/S: California Avenue
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound California Avenue			Westbound Florida Avenue			Northbound California Avenue			Eastbound Florida 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	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

	Southbound California Avenue			Westbound Florida Avenue			Northbound California Avenue			Eastbound Florida 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

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

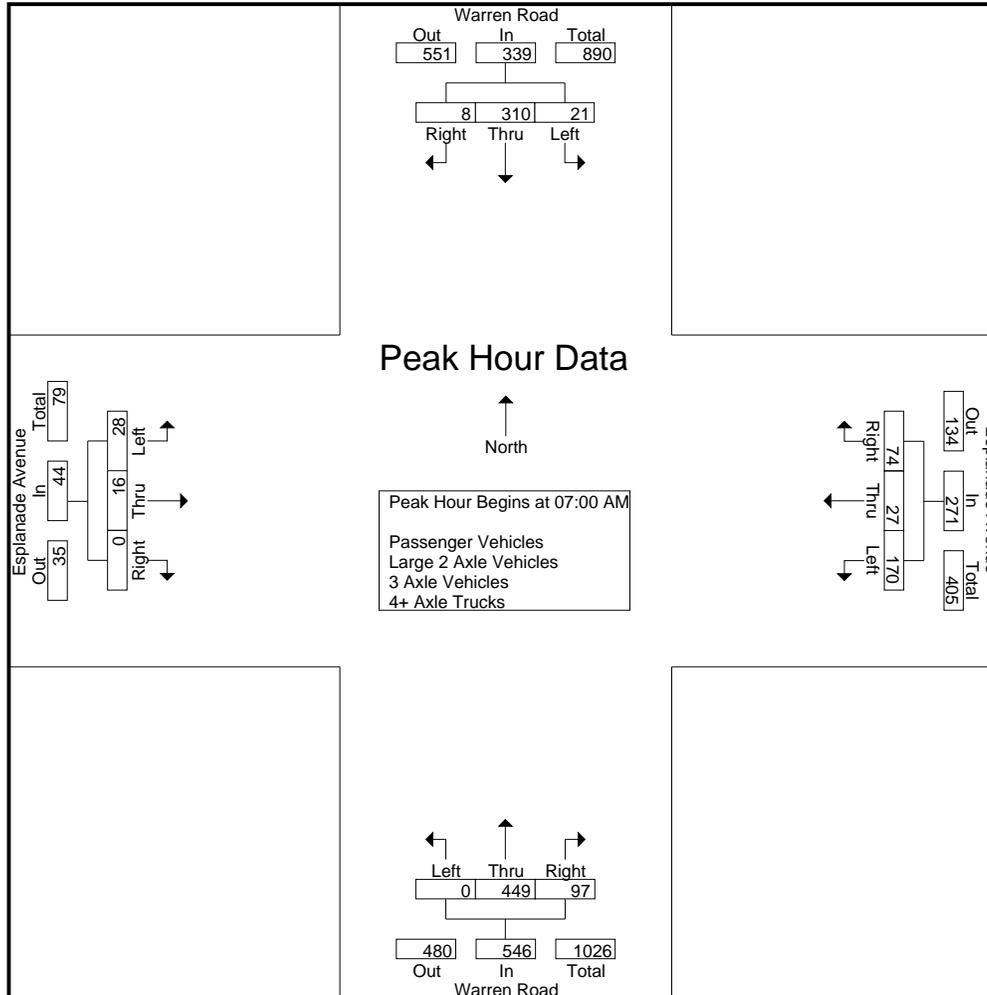
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	78	3	0	86	50	7	18	0	75	0	123	24	0	147	7	4	0	0	11	0	319	319
07:15 AM	1	65	3	0	69	47	4	27	0	78	0	125	20	0	145	12	2	0	0	14	0	306	306
07:30 AM	6	92	1	0	99	38	12	18	0	68	0	101	25	0	126	4	6	0	0	10	0	303	303
07:45 AM	9	75	1	0	85	35	4	11	0	50	0	100	28	0	128	5	4	0	0	9	0	272	272
Total	21	310	8	0	339	170	27	74	0	271	0	449	97	0	546	28	16	0	0	44	0	1200	1200
08:00 AM	10	82	6	0	98	30	3	8	0	41	0	82	43	0	125	7	7	0	0	14	0	278	278
08:15 AM	13	70	1	0	84	37	6	5	0	48	0	97	27	0	124	2	13	0	0	15	0	271	271
08:30 AM	6	82	3	0	91	35	7	13	0	55	0	121	29	0	150	3	2	0	0	5	0	301	301
08:45 AM	7	82	1	0	90	17	1	3	0	21	0	100	22	0	122	1	4	0	0	5	0	238	238
Total	36	316	11	0	363	119	17	29	0	165	0	400	121	0	521	13	26	0	0	39	0	1088	1088
Grand Total	57	626	19	0	702	289	44	103	0	436	0	849	218	0	1067	41	42	0	0	83	0	2288	2288
Apprch %	8.1	89.2	2.7			66.3	10.1	23.6			0	79.6	20.4			49.4	50.6	0					
Total %	2.5	27.4	0.8		30.7	12.6	1.9	4.5		19.1	0	37.1	9.5		46.6	1.8	1.8	0		3.6	0	100	
Passenger Vehicles	55	579	18		652	279	42	99		420	0	812	202		1014	40	38	0		78	0	0	2164
% Passenger Vehicles	96.5	92.5	94.7	0	92.9	96.5	95.5	96.1	0	96.3	0	95.6	92.7	0	95	97.6	90.5	0	0	94	0	0	94.6
Large 2 Axle Vehicles	0	26	1		27	8	1	2		11	0	20	9		29	1	3	0		4	0	0	71
% Large 2 Axle Vehicles	0	4.2	5.3	0	3.8	2.8	2.3	1.9	0	2.5	0	2.4	4.1	0	2.7	2.4	7.1	0	0	4.8	0	0	3.1
3 Axle Vehicles	1	4	0		5	0	0	0		0	0	1	1		2	0	0	0		0	0	0	7
% 3 Axle Vehicles	1.8	0.6	0	0	0.7	0	0	0	0	0	0	0.1	0.5	0	0.2	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	1	17	0		18	2	1	2		5	0	16	6		22	0	1	0		1	0	0	46
% 4+ Axle Trucks	1.8	2.7	0	0	2.6	0.7	2.3	1.9	0	1.1	0	1.9	2.8	0	2.1	0	2.4	0	0	1.2	0	0	2

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:00 AM																	
07:00 AM	5	78	3	86	50	7	18	75	0	123	24	147	7	4	0	11	319
07:15 AM	1	65	3	69	47	4	27	78	0	125	20	145	12	2	0	14	306
07:30 AM	6	92	1	99	38	12	18	68	0	101	25	126	4	6	0	10	303
07:45 AM	9	75	1	85	35	4	11	50	0	100	28	128	5	4	0	9	272
Total Volume	21	310	8	339	170	27	74	271	0	449	97	546	28	16	0	44	1200
% App. Total	6.2	91.4	2.4		62.7	10	27.3		0	82.2	17.8		63.6	36.4	0		
PHF	.583	.842	.667	.856	.850	.563	.685	.869	.000	.898	.866	.929	.583	.667	.000	.786	.940

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:00 AM				07:30 AM				
+0 mins.	6	92	1	99	50	7	18	75	0	123	24	147	4	6	0	10	
+15 mins.	9	75	1	85	47	4	27	78	0	125	20	145	5	4	0	9	
+30 mins.	10	82	6	98	38	12	18	68	0	101	25	126	7	7	0	14	
+45 mins.	13	70	1	84	35	4	11	50	0	100	28	128	2	13	0	15	
Total Volume	38	319	9	366	170	27	74	271	0	449	97	546	18	30	0	48	
% App. Total	10.4	87.2	2.5		62.7	10	27.3		0	82.2	17.8		37.5	62.5	0		
PHF	.731	.867	.375	.924	.850	.563	.685	.869	.000	.898	.866	.929	.643	.577	.000	.800	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
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 Page No : 1

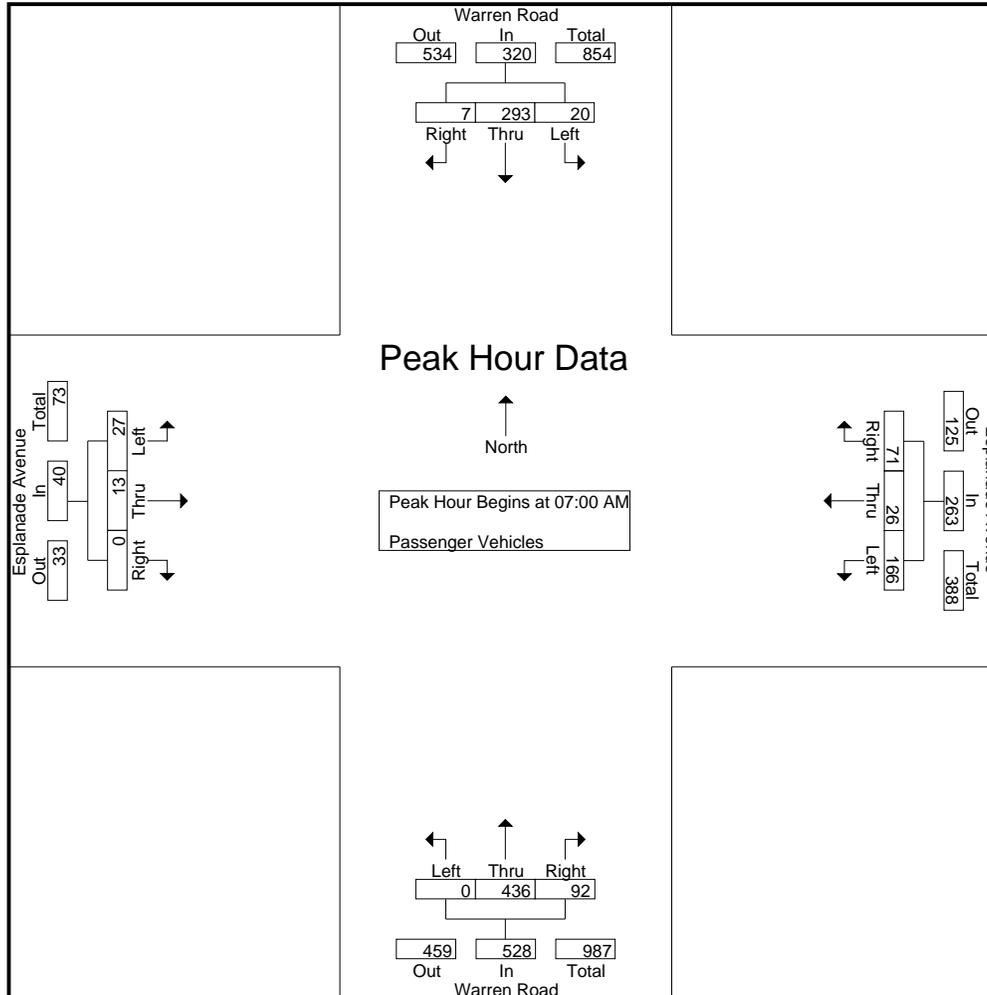
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	5	72	2	0	79	49	7	17	0	73	0	118	23	0	141	6	3	0	0	9	0	302	302
07:15 AM	1	63	3	0	67	45	4	26	0	75	0	123	20	0	143	12	2	0	0	14	0	299	299
07:30 AM	5	89	1	0	95	38	11	17	0	66	0	98	25	0	123	4	5	0	0	9	0	293	293
07:45 AM	9	69	1	0	79	34	4	11	0	49	0	97	24	0	121	5	3	0	0	8	0	257	257
Total	20	293	7	0	320	166	26	71	0	263	0	436	92	0	528	27	13	0	0	40	0	1151	1151
08:00 AM	10	77	6	0	93	27	3	8	0	38	0	77	40	0	117	7	7	0	0	14	0	262	262
08:15 AM	12	66	1	0	79	37	6	4	0	47	0	88	24	0	112	2	13	0	0	15	0	253	253
08:30 AM	6	75	3	0	84	33	6	13	0	52	0	116	26	0	142	3	2	0	0	5	0	283	283
08:45 AM	7	68	1	0	76	16	1	3	0	20	0	95	20	0	115	1	3	0	0	4	0	215	215
Total	35	286	11	0	332	113	16	28	0	157	0	376	110	0	486	13	25	0	0	38	0	1013	1013
Grand Total	55	579	18	0	652	279	42	99	0	420	0	812	202	0	1014	40	38	0	0	78	0	2164	2164
Apprch %	8.4	88.8	2.8			66.4	10	23.6			0	80.1	19.9			51.3	48.7	0			0	2164	2164
Total %	2.5	26.8	0.8		30.1	12.9	1.9	4.6		19.4	0	37.5	9.3		46.9	1.8	1.8	0		3.6	0	100	100

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	72	2	79	49	7	17	73	0	118	23	141	6	3	0	9	302
07:15 AM	1	63	3	67	45	4	26	75	0	123	20	143	12	2	0	14	299
07:30 AM	5	89	1	95	38	11	17	66	0	98	25	123	4	5	0	9	293
07:45 AM	9	69	1	79	34	4	11	49	0	97	24	121	5	3	0	8	257
Total Volume	20	293	7	320	166	26	71	263	0	436	92	528	27	13	0	40	1151
% App. Total	6.2	91.6	2.2		63.1	9.9	27		0	82.6	17.4		67.5	32.5	0		
PHF	.556	.823	.583	.842	.847	.591	.683	.877	.000	.886	.920	.923	.563	.650	.000	.714	.953

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	5	72	2	79	49	7	17	73	0	118	23	141	6	3	0	9	
+15 mins.	1	63	3	67	45	4	26	75	0	123	20	143	12	2	0	14	
+30 mins.	5	89	1	95	38	11	17	66	0	98	25	123	4	5	0	9	
+45 mins.	9	69	1	79	34	4	11	49	0	97	24	121	5	3	0	8	
Total Volume	20	293	7	320	166	26	71	263	0	436	92	528	27	13	0	40	
% App. Total	6.2	91.6	2.2		63.1	9.9	27		0	82.6	17.4		67.5	32.5	0		
PHF	.556	.823	.583	.842	.847	.591	.683	.877	.000	.886	.920	.923	.563	.650	.000	.714	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

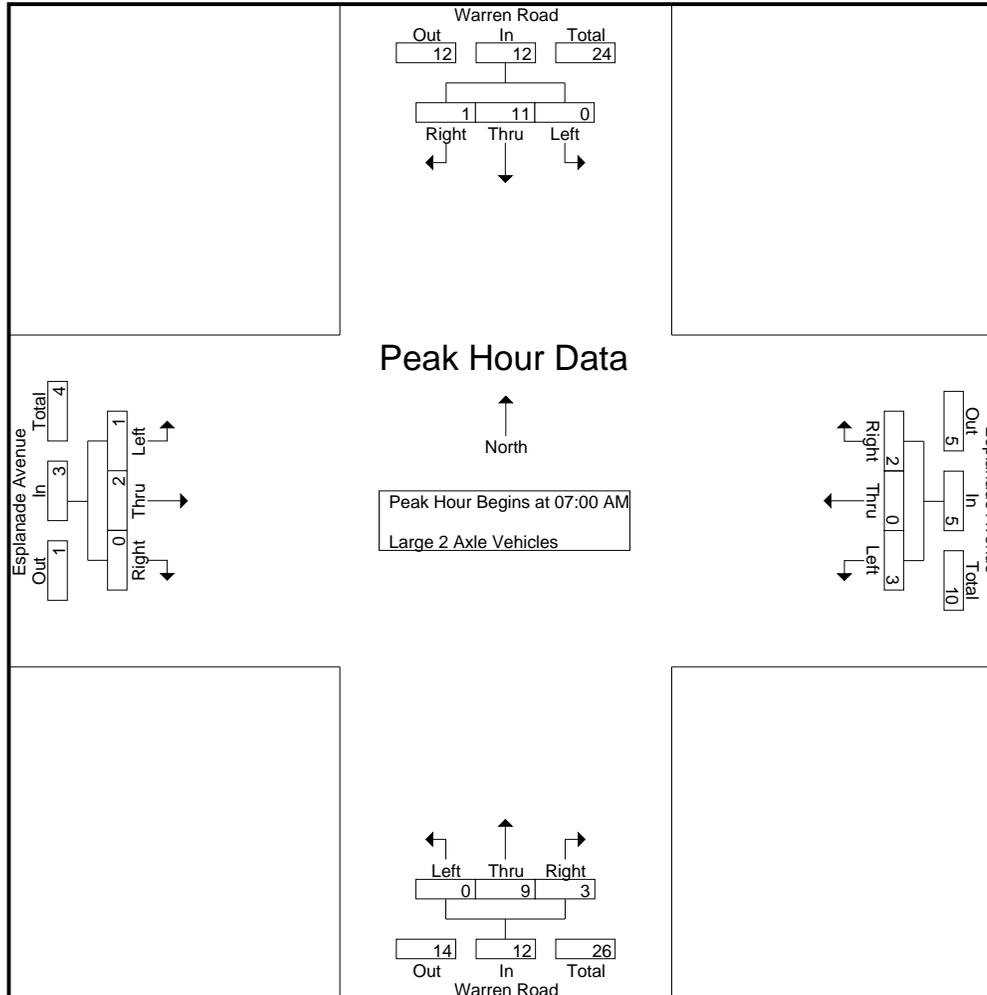
Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	5	1	0	6	1	0	0	0	1	0	5	1	0	6	1	1	0	0	2	0	15	15
07:15 AM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	6	6
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	0	7	7
Total	0	11	1	0	12	3	0	2	0	5	0	9	3	0	12	1	2	0	0	3	0	32	32
08:00 AM	0	4	0	0	4	2	0	0	0	2	0	3	2	0	5	0	0	0	0	0	0	11	11
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	8	8
08:30 AM	0	3	0	0	3	2	1	0	0	3	0	2	1	0	3	0	0	0	0	0	0	9	9
08:45 AM	0	6	0	0	6	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	0	11	11
Total	0	15	0	0	15	5	1	0	0	6	0	11	6	0	17	0	1	0	0	1	0	39	39
Grand Total	0	26	1	0	27	8	1	2	0	11	0	20	9	0	29	1	3	0	0	4	0	71	71
Apprch %	0	96.3	3.7			72.7	9.1	18.2			0	69	31			25	75	0					
Total %	0	36.6	1.4		38	11.3	1.4	2.8		15.5	0	28.2	12.7		40.8	1.4	4.2	0		5.6	0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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	1	6	1	0	0	1	0	5	1	6	1	1	0	2	15
07:15 AM	0	1	0	1	2	0	1	3	0	0	0	0	0	0	0	0	4
07:30 AM	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
07:45 AM	0	3	0	3	0	0	0	0	0	1	2	3	0	1	0	1	7
Total Volume	0	11	1	12	3	0	2	5	0	9	3	12	1	2	0	3	32
% App. Total	0	91.7	8.3		60	0	40		0	75	25		33.3	66.7	0		
PHF	.000	.550	.250	.500	.375	.000	.500	.417	.000	.450	.375	.500	.250	.500	.000	.375	.533

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

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
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 Site Code : 05124323
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Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	5	1	6	1	0	0	1	0	5	1	6	1	1	0	2	
+15 mins.	0	1	0	1	2	0	1	3	0	0	0	0	0	0	0	0	
+30 mins.	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	1	2	3	0	1	0	1	
Total Volume	0	11	1	12	3	0	2	5	0	9	3	12	1	2	0	3	
% App. Total	0	91.7	8.3		60	0	40		0	75	25		33.3	66.7	0		
PHF	.000	.550	.250	.500	.375	.000	.500	.417	.000	.450	.375	.500	.250	.500	.000	.375	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
 Site Code : 05124323
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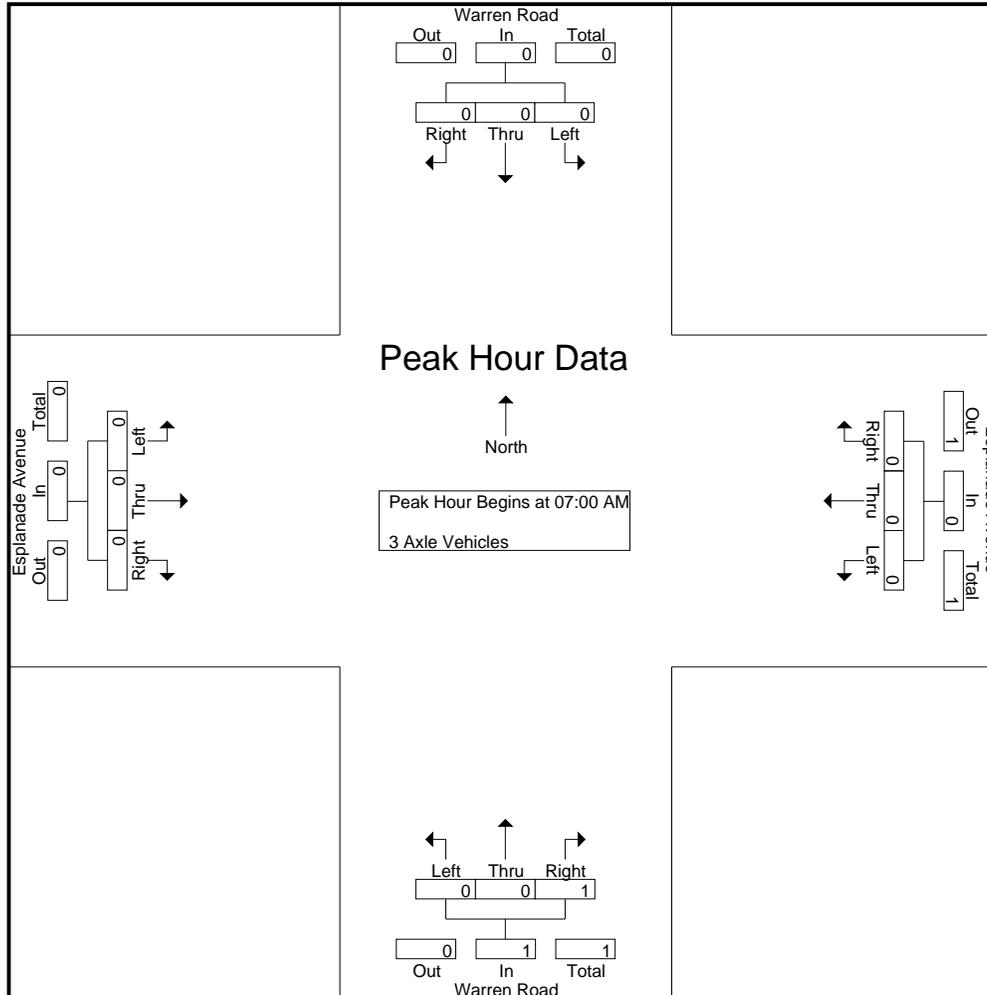
Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
07:00 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
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
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
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
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
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 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	1	1
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4	4
Total	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	6	6
Grand Total	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	7	7
Apprch %	20	80	0			0	0	0			0	50	50			0	0	0			0	0	0			
Total %	14.3	57.1	0		71.4	0	0	0		0	0	14.3	14.3		28.6	0	0	0		0	0	0	0	0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
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	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	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
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County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp AM
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Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	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	1	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
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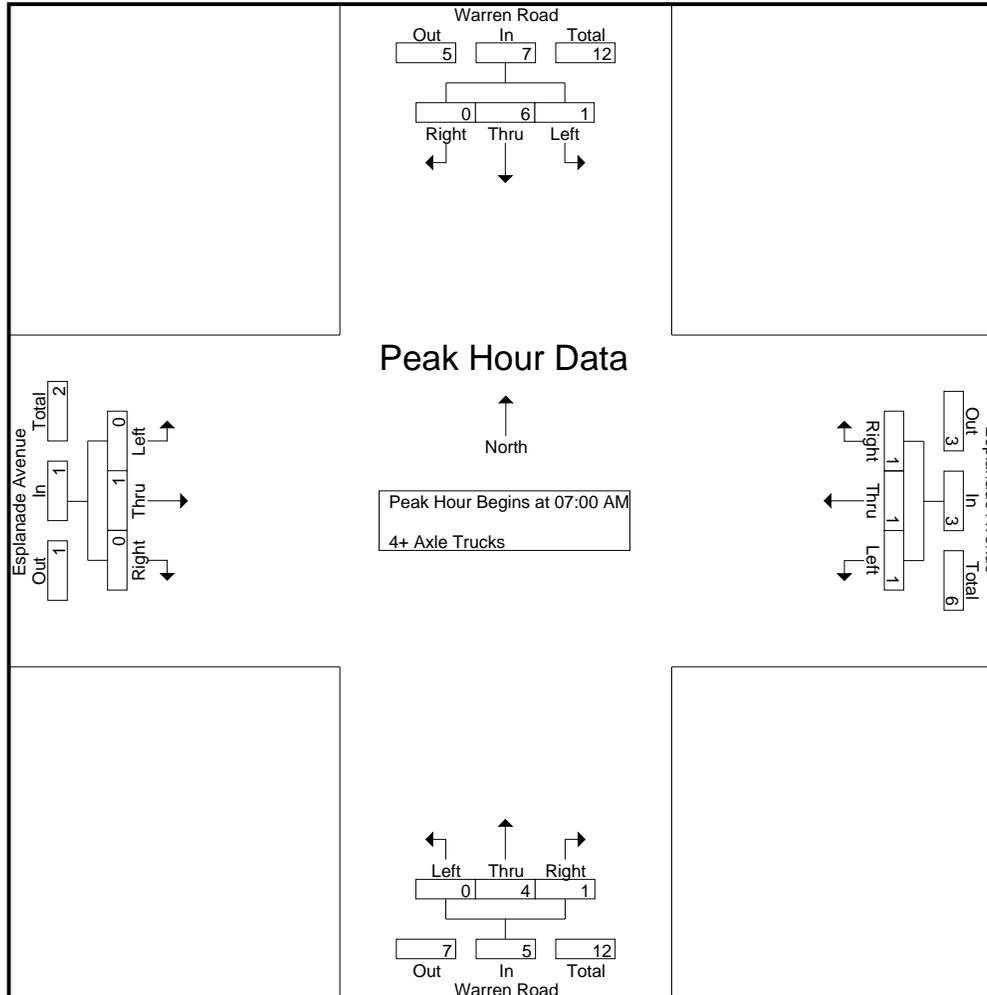
Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
07:30 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	4	4
07:45 AM	0	3	0	0	3	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	7	7
Total	1	6	0	0	7	1	1	1	0	3	0	4	1	0	5	0	1	0	0	1	0	16	16
08:00 AM	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	5	5
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	0	9	9
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	8	8
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	8	8
Total	0	11	0	0	11	1	0	1	0	2	0	12	5	0	17	0	0	0	0	0	0	30	30
Grand Total	1	17	0	0	18	2	1	2	0	5	0	16	6	0	22	0	1	0	0	1	0	46	46
Apprch %	5.6	94.4	0			40	20	40			0	72.7	27.3			0	100	0					
Total %	2.2	37	0		39.1	4.3	2.2	4.3		10.9	0	34.8	13		47.8	0	2.2	0		2.2	0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
07:45 AM	0	3	0	3	1	0	0	1	0	2	1	3	0	0	0	0	7
Total Volume	1	6	0	7	1	1	1	3	0	4	1	5	0	1	0	1	16
% App. Total	14.3	85.7	0		33.3	33.3	33.3		0	80	20		0	100	0		
PHF	.250	.500	.000	.583	.250	.250	.250	.750	.000	.500	.250	.417	.000	.250	.000	.250	.571

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

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County of Riverside
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 Weather: Clear

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Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
+30 mins.	1	1	0	2	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	0	3	0	3	1	0	0	1	0	2	1	3	0	0	0	0	
Total Volume	1	6	0	7	1	1	1	3	0	4	1	5	0	1	0	1	
% App. Total	14.3	85.7	0		33.3	33.3	33.3		0	80	20		0	100	0		
PHF	.250	.500	.000	.583	.250	.250	.250	.750	.000	.500	.250	.417	.000	.250	.000	.250	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

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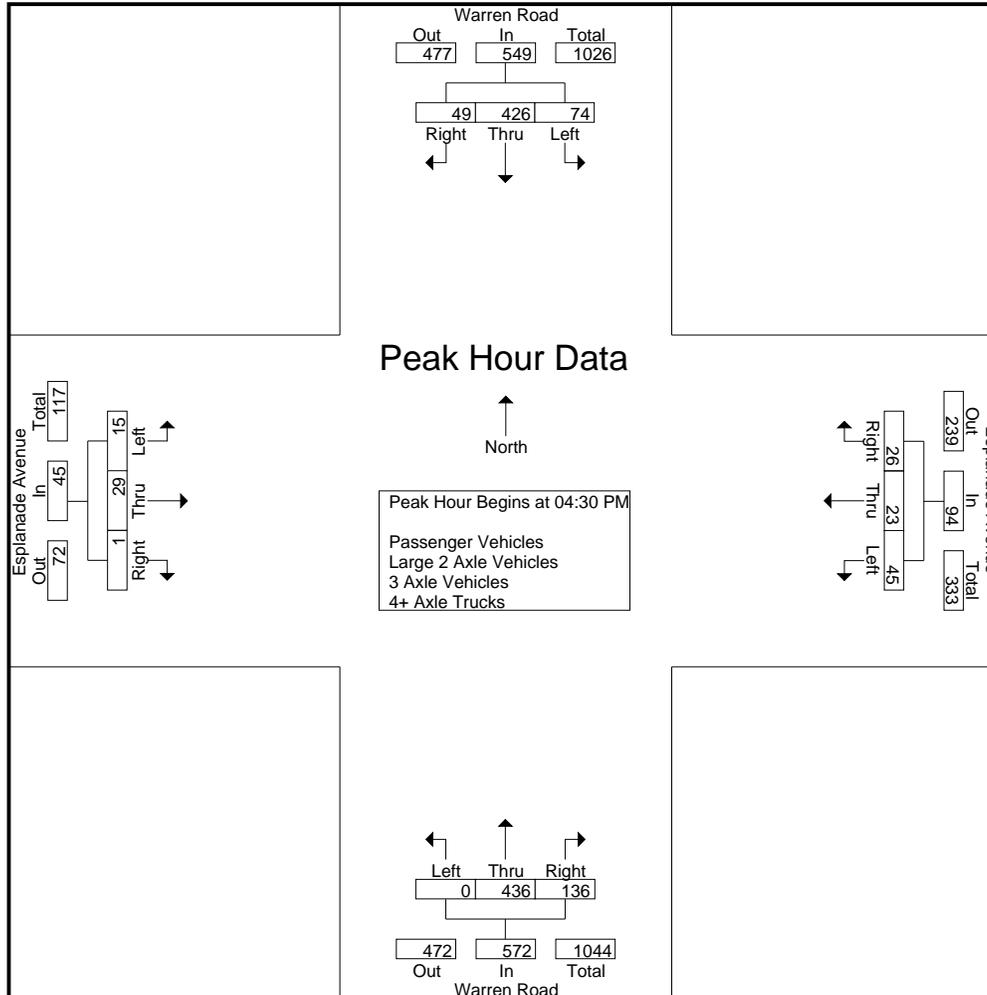
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	12	85	13	0	110	10	10	5	0	25	0	92	31	0	123	7	7	1	0	15	0	273	273
04:15 PM	13	100	21	0	134	6	8	4	0	18	0	105	38	0	143	8	9	1	0	18	0	313	313
04:30 PM	13	112	7	0	132	15	7	6	0	28	0	105	38	0	143	4	4	0	0	8	0	311	311
04:45 PM	18	120	10	0	148	4	7	5	0	16	0	115	33	0	148	3	12	0	0	15	0	327	327
Total	56	417	51	0	524	35	32	20	0	87	0	417	140	0	557	22	32	2	0	56	0	1224	1224
05:00 PM	22	86	17	0	125	9	5	6	0	20	0	104	31	0	135	7	7	0	0	14	0	294	294
05:15 PM	21	108	15	0	144	17	4	9	0	30	0	112	34	0	146	1	6	1	0	8	0	328	328
05:30 PM	19	81	5	0	105	15	9	8	0	32	0	114	39	0	153	7	5	1	0	13	0	303	303
05:45 PM	22	72	9	0	103	21	8	11	0	40	0	102	37	0	139	2	7	1	0	10	0	292	292
Total	84	347	46	0	477	62	26	34	0	122	0	432	141	0	573	17	25	3	0	45	0	1217	1217
Grand Total	140	764	97	0	1001	97	58	54	0	209	0	849	281	0	1130	39	57	5	0	101	0	2441	2441
Apprch %	14	76.3	9.7			46.4	27.8	25.8			0	75.1	24.9			38.6	56.4	5			0		
Total %	5.7	31.3	4		41	4	2.4	2.2		8.6	0	34.8	11.5		46.3	1.6	2.3	0.2		4.1	0	100	
Passenger Vehicles	138	744	96		978	94	56	53		203	0	820	278		1098	36	57	5		98	0	0	2377
% Passenger Vehicles	98.6	97.4	99		97.7	96.9	96.6	98.1		97.1	0	96.6	98.9		97.2	92.3	100	100		97	0	0	97.4
Large 2 Axle Vehicles	1	10	1		12	2	2	1		5	0	13	1		14	2	0	0		2	0	0	33
% Large 2 Axle Vehicles	0.7	1.3	1		1.2	2.1	3.4	1.9		2.4	0	1.5	0.4		1.2	5.1	0	0		2	0	0	1.4
3 Axle Vehicles	0	2	0		2	1	0	0		1	0	4	0		4	0	0	0		0	0	0	7
% 3 Axle Vehicles	0	0.3	0		0.2	1	0	0		0.5	0	0.5	0		0.4	0	0	0		0	0	0	0.3
4+ Axle Trucks	1	8	0		9	0	0	0		0	0	12	2		14	1	0	0		1	0	0	24
% 4+ Axle Trucks	0.7	1	0		0.9	0	0	0		0	0	1.4	0.7		1.2	2.6	0	0		1	0	0	1

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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	13	112	7	132	15	7	6	28	0	105	38	143	4	4	0	8	311
04:45 PM	18	120	10	148	4	7	5	16	0	115	33	148	3	12	0	15	327
05:00 PM	22	86	17	125	9	5	6	20	0	104	31	135	7	7	0	14	294
05:15 PM	21	108	15	144	17	4	9	30	0	112	34	146	1	6	1	8	328
Total Volume	74	426	49	549	45	23	26	94	0	436	136	572	15	29	1	45	1260
% App. Total	13.5	77.6	8.9		47.9	24.5	27.7		0	76.2	23.8		33.3	64.4	2.2		
PHF	.841	.888	.721	.927	.662	.821	.722	.783	.000	.948	.895	.966	.536	.604	.250	.750	.960

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
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County of Riverside
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Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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 Each Approach Begins at:																	
	04:30 PM				05:00 PM				04:45 PM				04:00 PM				
+0 mins.	13	112	7	132	9	5	6	20	0	115	33	148	7	7	1	15	
+15 mins.	18	120	10	148	17	4	9	30	0	104	31	135	8	9	1	18	
+30 mins.	22	86	17	125	15	9	8	32	0	112	34	146	4	4	0	8	
+45 mins.	21	108	15	144	21	8	11	40	0	114	39	153	3	12	0	15	
Total Volume	74	426	49	549	62	26	34	122	0	445	137	582	22	32	2	56	
% App. Total	13.5	77.6	8.9		50.8	21.3	27.9		0	76.5	23.5		39.3	57.1	3.6		
PHF	.841	.888	.721	.927	.738	.722	.773	.763	.000	.967	.878	.951	.688	.667	.500	.778	

County of Riverside
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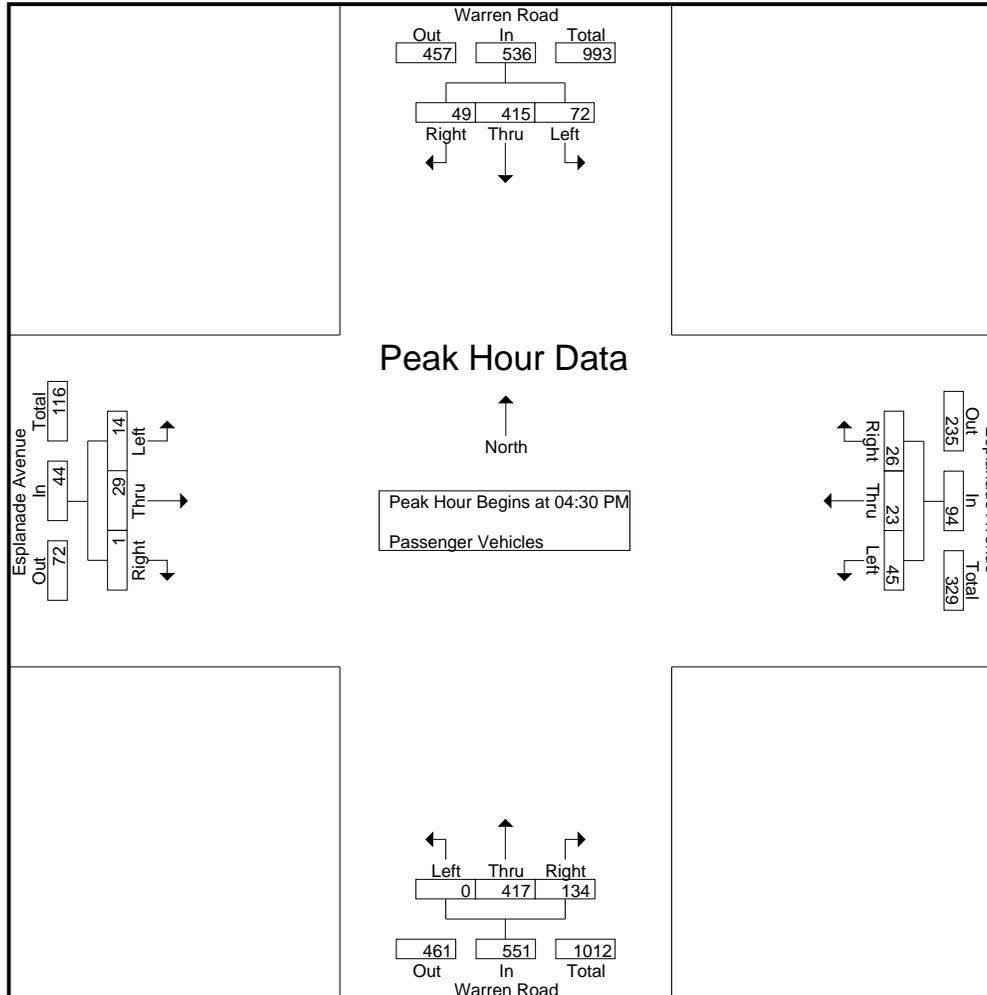
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	12	84	13	0	109	9	8	5	0	22	0	87	31	0	118	6	7	1	0	14	0	263	263
04:15 PM	13	97	21	0	131	6	8	4	0	18	0	103	38	0	141	7	9	1	0	17	0	307	307
04:30 PM	12	106	7	0	125	15	7	6	0	28	0	100	37	0	137	3	4	0	0	7	0	297	297
04:45 PM	18	117	10	0	145	4	7	5	0	16	0	112	33	0	145	3	12	0	0	15	0	321	321
Total	55	404	51	0	510	34	30	20	0	84	0	402	139	0	541	19	32	2	0	53	0	1188	1188
05:00 PM	21	86	17	0	124	9	5	6	0	20	0	99	30	0	129	7	7	0	0	14	0	287	287
05:15 PM	21	106	15	0	142	17	4	9	0	30	0	106	34	0	140	1	6	1	0	8	0	320	320
05:30 PM	19	78	5	0	102	14	9	8	0	31	0	113	38	0	151	7	5	1	0	13	0	297	297
05:45 PM	22	70	8	0	100	20	8	10	0	38	0	100	37	0	137	2	7	1	0	10	0	285	285
Total	83	340	45	0	468	60	26	33	0	119	0	418	139	0	557	17	25	3	0	45	0	1189	1189
Grand Total	138	744	96	0	978	94	56	53	0	203	0	820	278	0	1098	36	57	5	0	98	0	2377	2377
Apprch %	14.1	76.1	9.8			46.3	27.6	26.1			0	74.7	25.3			36.7	58.2	5.1			0		
Total %	5.8	31.3	4		41.1	4	2.4	2.2		8.5	0	34.5	11.7		46.2	1.5	2.4	0.2		4.1	0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade 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	12	106	7	125	15	7	6	28	0	100	37	137	3	4	0	7	297
04:45 PM	18	117	10	145	4	7	5	16	0	112	33	145	3	12	0	15	321
05:00 PM	21	86	17	124	9	5	6	20	0	99	30	129	7	7	0	14	287
05:15 PM	21	106	15	142	17	4	9	30	0	106	34	140	1	6	1	8	320
Total Volume	72	415	49	536	45	23	26	94	0	417	134	551	14	29	1	44	1225
% App. Total	13.4	77.4	9.1		47.9	24.5	27.7		0	75.7	24.3		31.8	65.9	2.3		
PHF	.857	.887	.721	.924	.662	.821	.722	.783	.000	.931	.905	.950	.500	.604	.250	.733	.954

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

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County of Riverside
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 Weather: Clear

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 Site Code : 05124323
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Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	12	106	7	125	15	7	6	28	0	100	37	137	3	4	0	7	
+15 mins.	18	117	10	145	4	7	5	16	0	112	33	145	3	12	0	15	
+30 mins.	21	86	17	124	9	5	6	20	0	99	30	129	7	7	0	14	
+45 mins.	21	106	15	142	17	4	9	30	0	106	34	140	1	6	1	8	
Total Volume	72	415	49	536	45	23	26	94	0	417	134	551	14	29	1	44	
% App. Total	13.4	77.4	9.1		47.9	24.5	27.7		0	75.7	24.3		31.8	65.9	2.3		
PHF	.857	.887	.721	.924	.662	.821	.722	.783	.000	.931	.905	.950	.500	.604	.250	.733	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

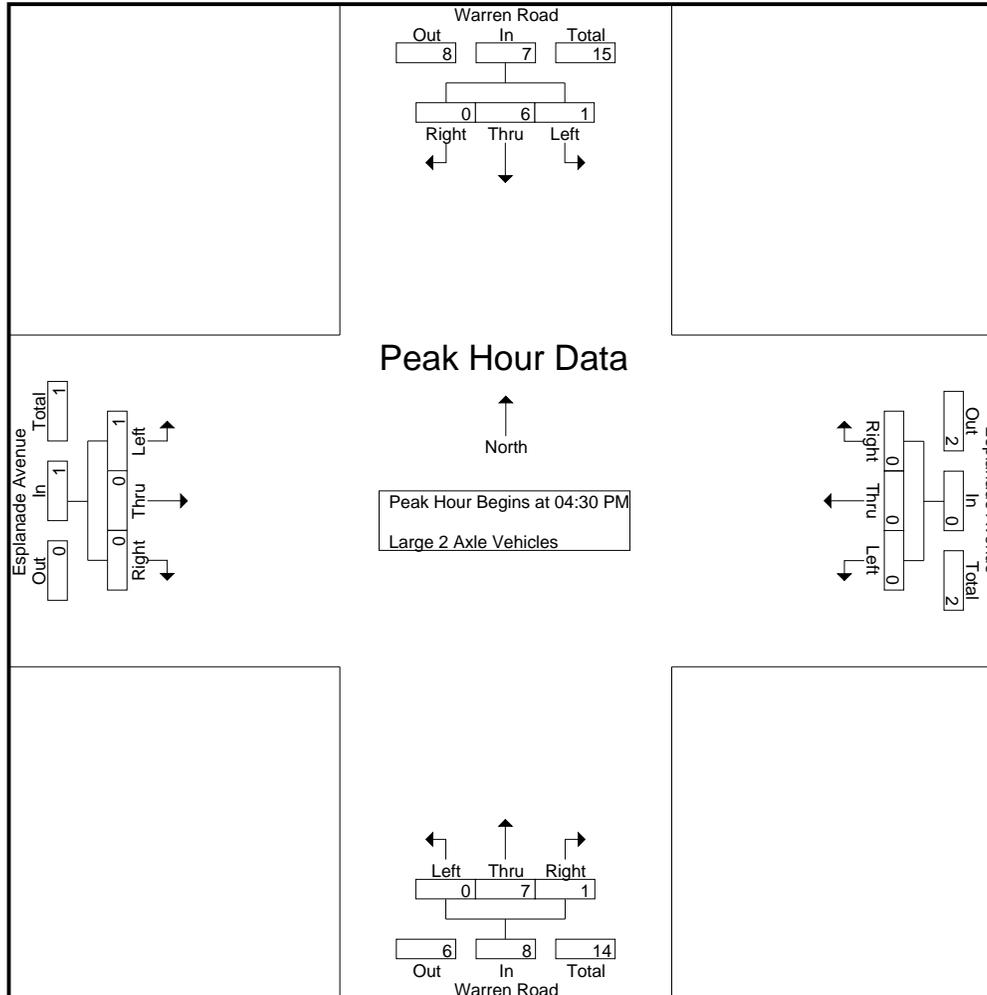
Groups Printed- Large 2 Axle Vehicles

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	5	5	0	5	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	4	0	4	4
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	6	6	0	6	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	2	2
Total	0	6	0	0	6	1	2	0	0	3	0	5	1	0	6	2	0	0	0	2	0	17	17	0	17	17
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5	0	5	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3	0	3	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2	0	2	2
05:45 PM	0	1	1	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	6	6	0	6	6
Total	1	4	1	0	6	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	16	16	0	16	16
Grand Total	1	10	1	0	12	2	2	1	0	5	0	13	1	0	14	2	0	0	0	2	0	33	33	0	33	33
Apprch %	8.3	83.3	8.3			40	40	20			0	92.9	7.1			100	0	0								
Total %	3	30.3	3		36.4	6.1	6.1	3		15.2	0	39.4	3		42.4	6.1	0	0		6.1	0	100		0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	3	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	1	0	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	1	6	0	7	0	0	0	0	0	7	1	8	1	0	0	1	16
% App. Total	14.3	85.7	0		0	0	0		0	87.5	12.5		100	0	0		
PHF	.250	.500	.000	.583	.000	.000	.000	.000	.000	.438	.250	.500	.250	.000	.000	.250	.667

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	3	0	3	0	0	0	0	0	1	1	2	1	0	0	1	
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	4	0	4	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	6	0	7	0	0	0	0	0	7	1	8	1	0	0	1	
% App. Total	14.3	85.7	0		0	0	0		0	87.5	12.5		100	0	0		
PHF	.250	.500	.000	.583	.000	.000	.000	.000	.000	.438	.250	.500	.250	.000	.000	.250	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

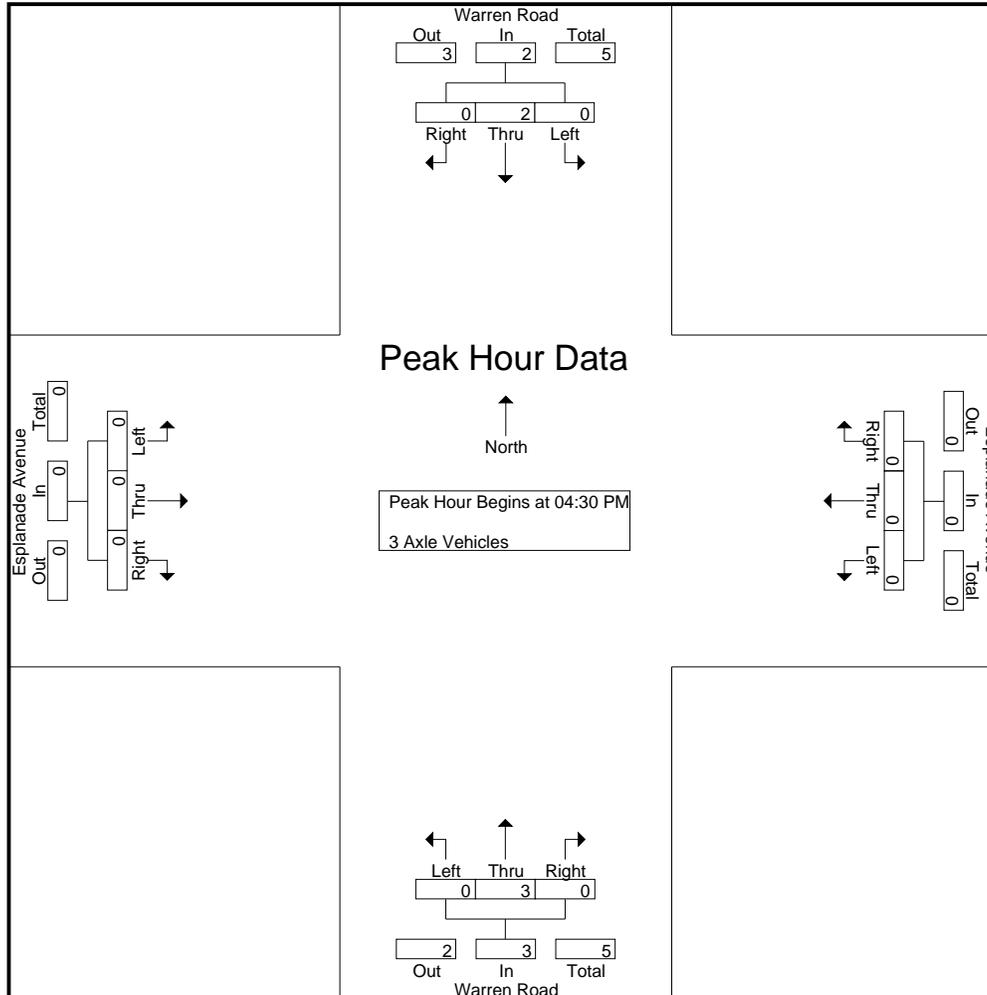
Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0
04:30 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
04:45 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
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5	5
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	1	0	0	1	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
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	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	2
Grand Total	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	7	7	7
Apprch %	0	100	0			100	0	0			0	100	0			0	0	0						
Total %	0	28.6	0		28.6	14.3	0	0		14.3	0	57.1	0		57.1	0	0	0		0	0	100		

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	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	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.417

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	2	0	2	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	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

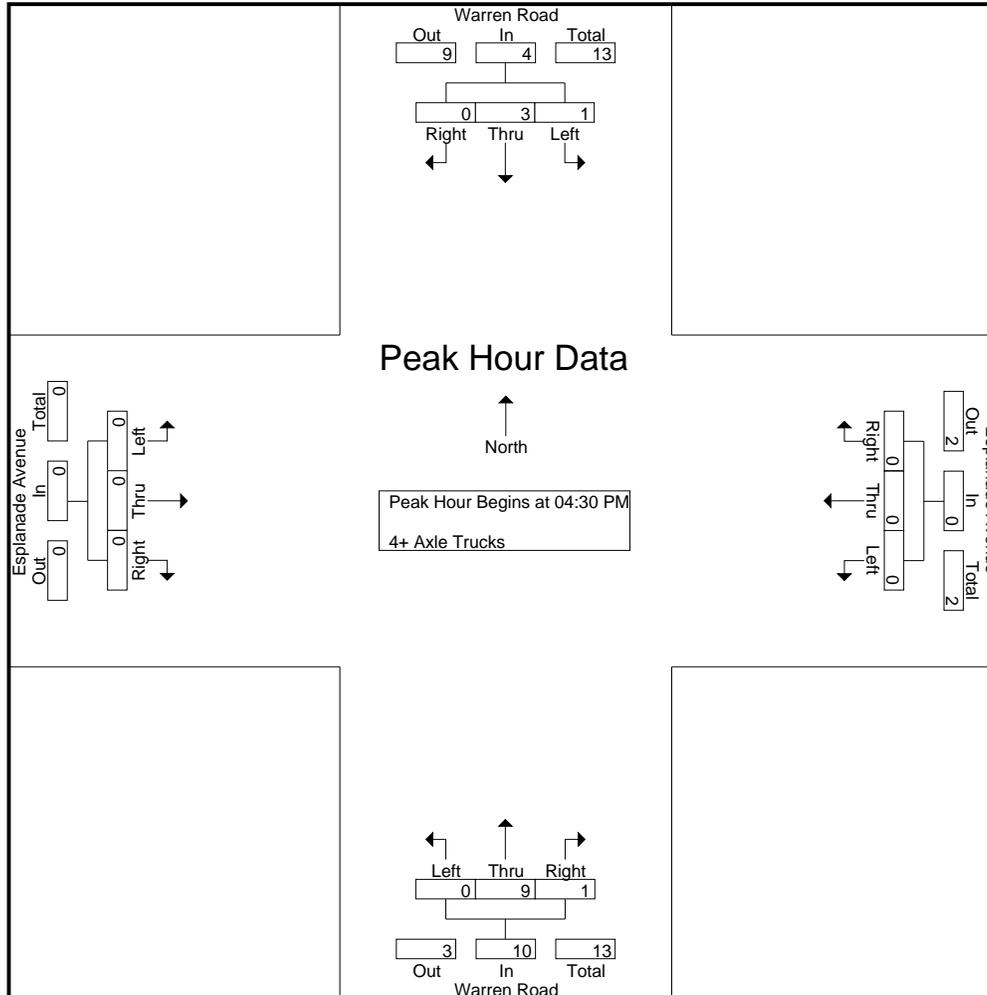
Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound					Esplanade Avenue Westbound					Warren Road Northbound					Esplanade Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	4
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Total	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	14	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	10	10
Grand Total	1	8	0	0	9	0	0	0	0	0	0	12	2	0	14	1	0	0	0	1	0	24	24
Apprch %	11.1	88.9	0			0	0	0			0	85.7	14.3			100	0	0			0		
Total %	4.2	33.3	0		37.5	0	0	0			0	50	8.3		58.3	4.2	0	0		4.2	0	100	

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Total Volume	1	3	0	4	0	0	0	0	0	9	1	10	0	0	0	0	14
% App. Total	25	75	0		0	0	0		0	90	10		0	0	0		
PHF	.250	.375	.000	.500	.000	.000	.000	.000	.000	.563	.250	.625	.000	.000	.000	.000	.700

County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue
 Weather: Clear

File Name : 18_CRV_War_Esp PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Esplanade Avenue Westbound				Warren Road Northbound				Esplanade Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	
Total Volume	1	3	0	4	0	0	0	0	0	9	1	10	0	0	0	0	
% App. Total	25	75	0		0	0	0		0	90	10		0	0	0		
PHF	.250	.375	.000	.500	.000	.000	.000	.000	.000	.563	.250	.625	.000	.000	.000	.000	

Location: County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue



Date: 4/16/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Warren Road	East Leg Esplanade Avenue	South Leg Warren Road	West Leg Esplanade Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Esplanade Avenue	South Leg Warren Road	West Leg Esplanade 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	2	2
5:30 PM	0	0	0	3	3
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	6	6

Location: County of Riverside
 N/S: Warren Road
 E/W: Esplanade Avenue



Date: 4/16/2024
 Day: Tuesday

BICYCLES

	Southbound Warren Road			Westbound Esplanade Avenue			Northbound Warren Road			Eastbound Esplanade 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 Warren Road			Westbound Esplanade Avenue			Northbound Warren Road			Eastbound Esplanade 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	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	1	0	0	0	0	0	0	0	1

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

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

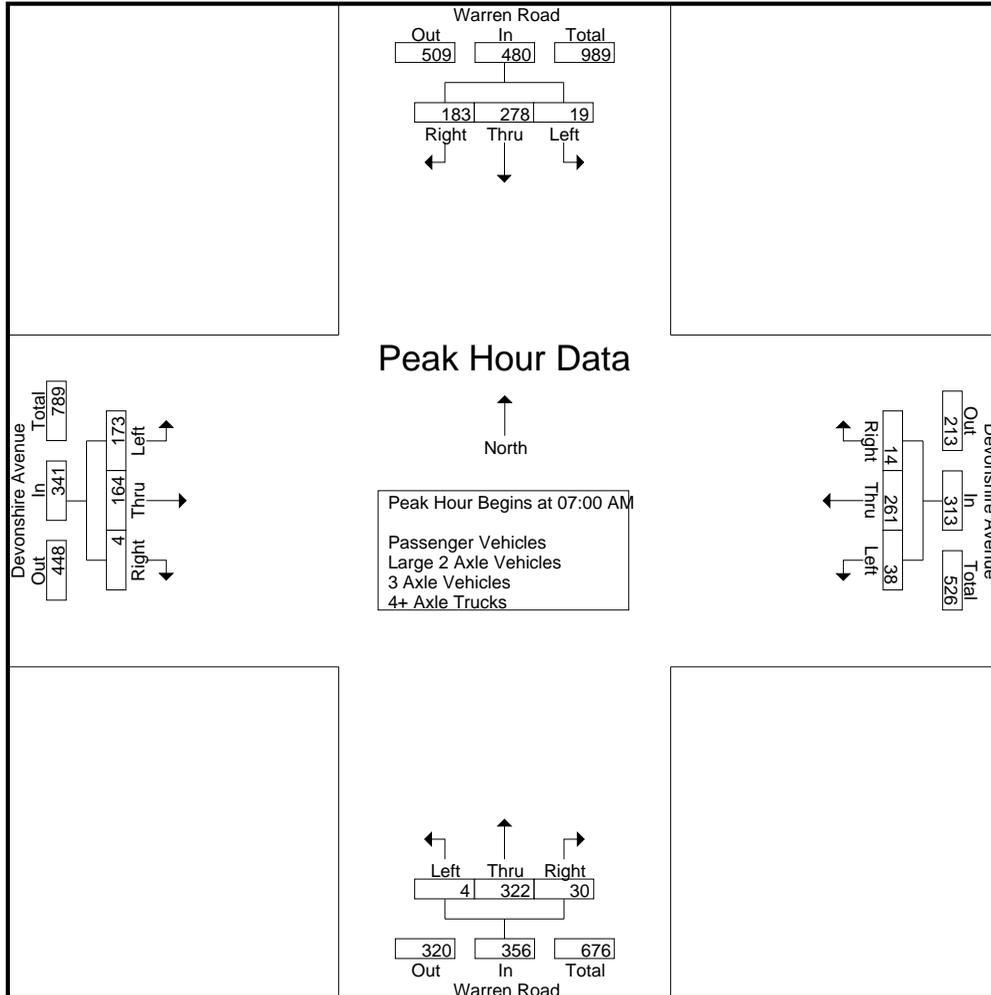
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	79	50	131	6	52	4	62	1	94	7	102	41	36	0	77	372
07:15 AM	4	53	63	120	10	84	2	96	1	81	5	87	37	57	1	95	398
07:30 AM	8	67	33	108	9	77	4	90	1	73	8	82	50	30	2	82	362
07:45 AM	5	79	37	121	13	48	4	65	1	74	10	85	45	41	1	87	358
Total	19	278	183	480	38	261	14	313	4	322	30	356	173	164	4	341	1490
08:00 AM	7	76	33	116	9	53	5	67	1	80	7	88	41	33	3	77	348
08:15 AM	5	68	28	101	10	59	7	76	1	93	7	101	27	48	1	76	354
08:30 AM	6	79	32	117	6	49	6	61	2	104	5	111	32	48	2	82	371
08:45 AM	9	67	28	104	22	48	5	75	1	93	12	106	28	33	0	61	346
Total	27	290	121	438	47	209	23	279	5	370	31	406	128	162	6	296	1419
Grand Total	46	568	304	918	85	470	37	592	9	692	61	762	301	326	10	637	2909
Apprch %	5	61.9	33.1		14.4	79.4	6.2		1.2	90.8	8		47.3	51.2	1.6		
Total %	1.6	19.5	10.5	31.6	2.9	16.2	1.3	20.4	0.3	23.8	2.1	26.2	10.3	11.2	0.3	21.9	
Passenger Vehicles	42	530	292	864	85	465	34	584	8	644	60	712	298	317	9	624	2784
% Passenger Vehicles	91.3	93.3	96.1	94.1	100	98.9	91.9	98.6	88.9	93.1	98.4	93.4	99	97.2	90	98	95.7
Large 2 Axle Vehicles	3	17	12	32	0	4	2	6	1	22	1	24	3	8	1	12	74
% Large 2 Axle Vehicles	6.5	3	3.9	3.5	0	0.9	5.4	1	11.1	3.2	1.6	3.1	1	2.5	10	1.9	2.5
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	6
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	0	0.4	0	0.4	0	0.3	0	0.2	0.2
4+ Axle Trucks	1	19	0	20	0	1	1	2	0	23	0	23	0	0	0	0	45
% 4+ Axle Trucks	2.2	3.3	0	2.2	0	0.2	2.7	0.3	0	3.3	0	3	0	0	0	0	1.5

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	2	79	50	131	6	52	4	62	1	94	7	102	41	36	0	77	372
07:15 AM	4	53	63	120	10	84	2	96	1	81	5	87	37	57	1	95	398
07:30 AM	8	67	33	108	9	77	4	90	1	73	8	82	50	30	2	82	362
07:45 AM	5	79	37	121	13	48	4	65	1	74	10	85	45	41	1	87	358
Total Volume	19	278	183	480	38	261	14	313	4	322	30	356	173	164	4	341	1490
% App. Total	4	57.9	38.1		12.1	83.4	4.5		1.1	90.4	8.4		50.7	48.1	1.2		
PHF	.594	.880	.726	.916	.731	.777	.875	.815	1.00	.856	.750	.873	.865	.719	.500	.897	.936

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	07:00 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	2	79	50	131	10	84	2	96	1	80	7	88	41	36	0	77
+15 mins.	4	53	63	120	9	77	4	90	1	93	7	101	37	57	1	95
+30 mins.	8	67	33	108	13	48	4	65	2	104	5	111	50	30	2	82
+45 mins.	5	79	37	121	9	53	5	67	1	93	12	106	45	41	1	87
Total Volume	19	278	183	480	41	262	15	318	5	370	31	406	173	164	4	341
% App. Total	4	57.9	38.1		12.9	82.4	4.7		1.2	91.1	7.6		50.7	48.1	1.2	
PHF	.594	.880	.726	.916	.788	.780	.750	.828	.625	.889	.646	.914	.865	.719	.500	.897

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

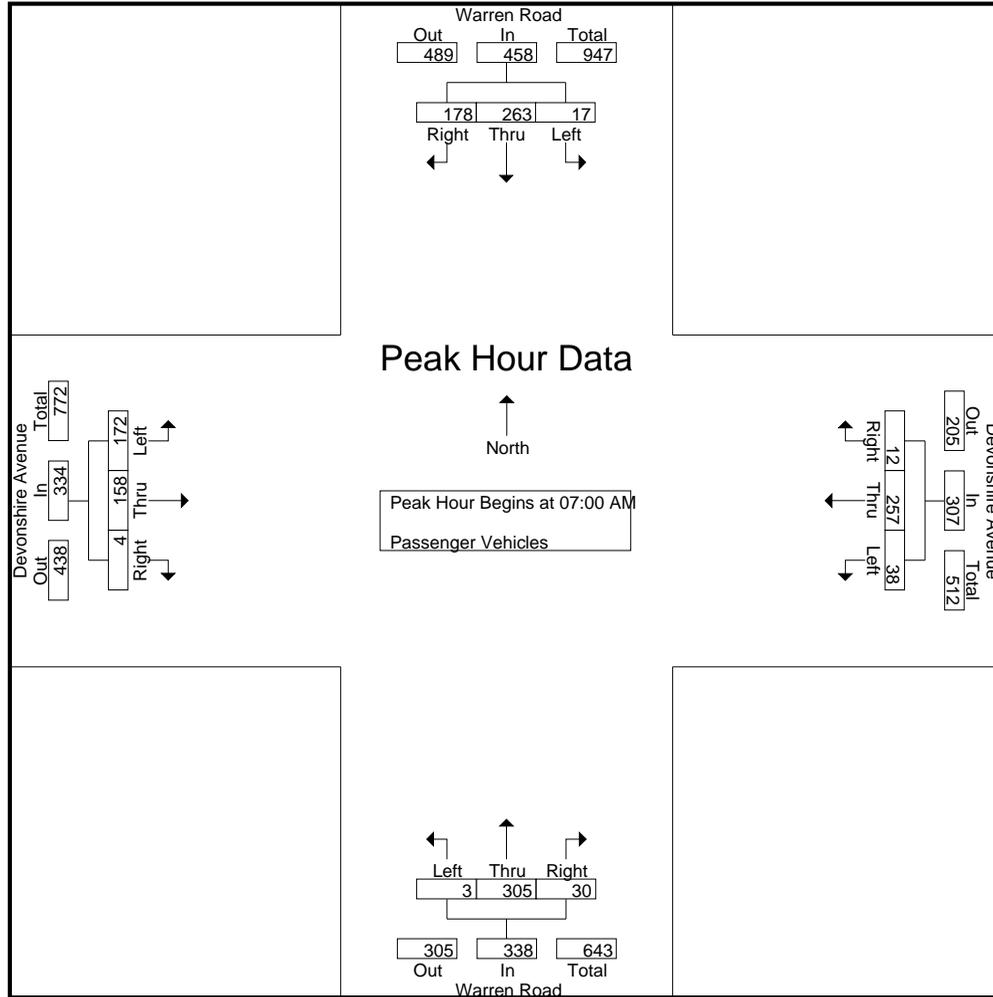
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	2	77	47	126	6	51	4	61	0	92	7	99	41	35	0	76	362
07:15 AM	3	50	61	114	10	82	2	94	1	75	5	81	37	56	1	94	383
07:30 AM	8	63	33	104	9	77	3	89	1	69	8	78	50	29	2	81	352
07:45 AM	4	73	37	114	13	47	3	63	1	69	10	80	44	38	1	83	340
Total	17	263	178	458	38	257	12	307	3	305	30	338	172	158	4	334	1437
08:00 AM	5	73	31	109	9	52	5	66	1	73	6	80	41	32	2	75	330
08:15 AM	5	64	28	97	10	59	6	75	1	79	7	87	27	46	1	74	333
08:30 AM	6	74	30	110	6	49	6	61	2	101	5	108	31	48	2	81	360
08:45 AM	9	56	25	90	22	48	5	75	1	86	12	99	27	33	0	60	324
Total	25	267	114	406	47	208	22	277	5	339	30	374	126	159	5	290	1347
Grand Total	42	530	292	864	85	465	34	584	8	644	60	712	298	317	9	624	2784
Apprch %	4.9	61.3	33.8		14.6	79.6	5.8		1.1	90.4	8.4		47.8	50.8	1.4		
Total %	1.5	19	10.5	31	3.1	16.7	1.2	21	0.3	23.1	2.2	25.6	10.7	11.4	0.3	22.4	

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	77	47	126	6	51	4	61	0	92	7	99	41	35	0	76	362
07:15 AM	3	50	61	114	10	82	2	94	1	75	5	81	37	56	1	94	383
07:30 AM	8	63	33	104	9	77	3	89	1	69	8	78	50	29	2	81	352
07:45 AM	4	73	37	114	13	47	3	63	1	69	10	80	44	38	1	83	340
Total Volume	17	263	178	458	38	257	12	307	3	305	30	338	172	158	4	334	1437
% App. Total	3.7	57.4	38.9		12.4	83.7	3.9		0.9	90.2	8.9		51.5	47.3	1.2		
PHF	.531	.854	.730	.909	.731	.784	.750	.816	.750	.829	.750	.854	.860	.705	.500	.888	.938

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	77	47	126	6	51	4	61	0	92	7	99	41	35	0	76
+15 mins.	3	50	61	114	10	82	2	94	1	75	5	81	37	56	1	94
+30 mins.	8	63	33	104	9	77	3	89	1	69	8	78	50	29	2	81
+45 mins.	4	73	37	114	13	47	3	63	1	69	10	80	44	38	1	83
Total Volume	17	263	178	458	38	257	12	307	3	305	30	338	172	158	4	334
% App. Total	3.7	57.4	38.9		12.4	83.7	3.9		0.9	90.2	8.9		51.5	47.3	1.2	
PHF	.531	.854	.730	.909	.731	.784	.750	.816	.750	.829	.750	.854	.860	.705	.500	.888

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	3	4	0	1	0	1	1	2	0	3	0	0	0	0	8
07:15 AM	1	1	2	4	0	1	0	1	0	2	0	2	0	1	0	1	8
07:30 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	1	0	1	8
07:45 AM	1	2	0	3	0	1	0	1	0	2	0	2	1	3	0	4	10
Total	2	7	5	14	0	3	1	4	1	9	0	10	1	5	0	6	34
08:00 AM	1	2	2	5	0	1	0	1	0	5	1	6	0	1	1	2	14
08:15 AM	0	1	0	1	0	0	1	1	0	5	0	5	0	2	0	2	9
08:30 AM	0	2	2	4	0	0	0	0	0	0	0	0	1	0	0	1	5
08:45 AM	0	5	3	8	0	0	0	0	0	3	0	3	1	0	0	1	12
Total	1	10	7	18	0	1	1	2	0	13	1	14	2	3	1	6	40
Grand Total	3	17	12	32	0	4	2	6	1	22	1	24	3	8	1	12	74
Apprch %	9.4	53.1	37.5		0	66.7	33.3		4.2	91.7	4.2		25	66.7	8.3		
Total %	4.1	23	16.2	43.2	0	5.4	2.7	8.1	1.4	29.7	1.4	32.4	4.1	10.8	1.4	16.2	

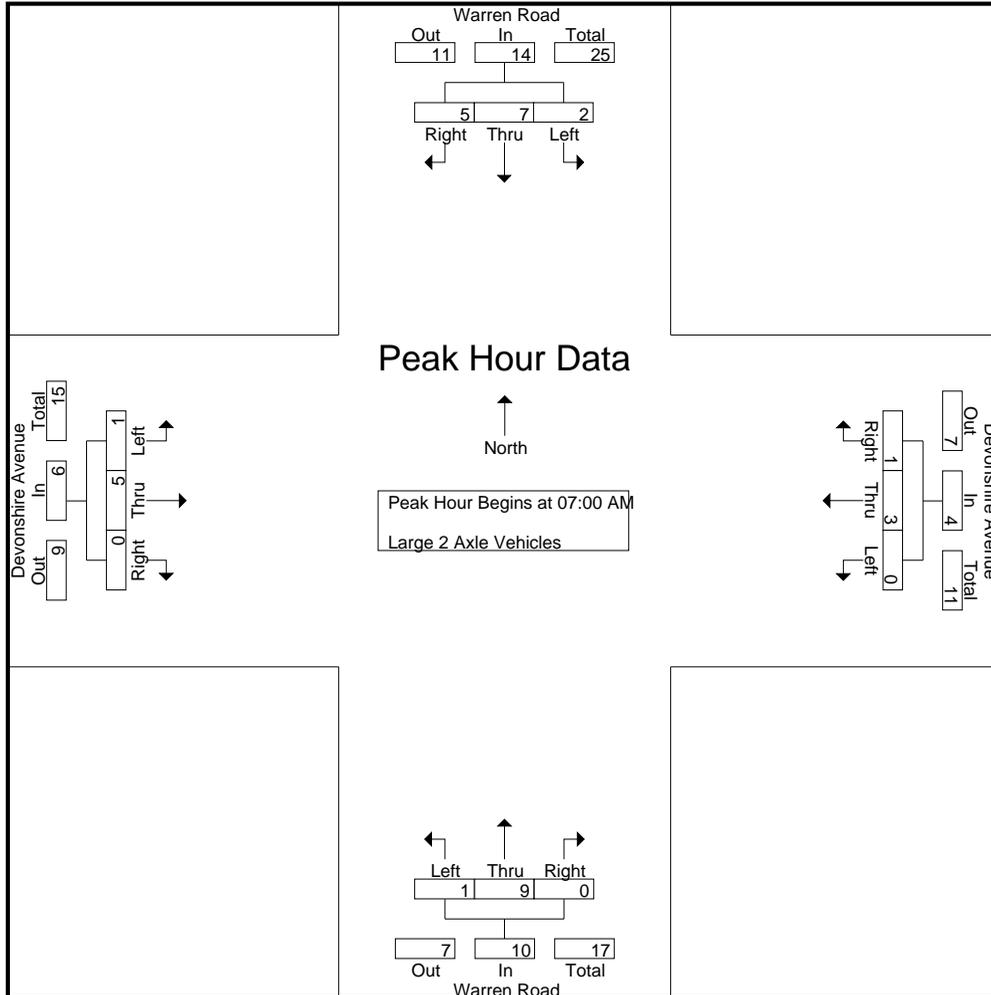
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	3	4	0	1	0	1	1	2	0	3	0	0	0	0	8
07:15 AM	1	1	2	4	0	1	0	1	0	2	0	2	0	1	0	1	8
07:30 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	1	0	1	8
07:45 AM	1	2	0	3	0	1	0	1	0	2	0	2	1	3	0	4	10
Total Volume	2	7	5	14	0	3	1	4	1	9	0	10	1	5	0	6	34
% App. Total	14.3	50	35.7		0	75	25		10	90	0		16.7	83.3	0		
PHF	.500	.583	.417	.875	.000	.750	.250	1.00	.250	.750	.000	.833	.250	.417	.000	.375	.850

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	3	4	0	1	0	1	1	2	0	3	0	0	0	0
+15 mins.	1	1	2	4	0	1	0	1	0	2	0	2	0	1	0	1
+30 mins.	0	3	0	3	0	0	1	1	0	3	0	3	0	1	0	1
+45 mins.	1	2	0	3	0	1	0	1	0	2	0	2	1	3	0	4
Total Volume	2	7	5	14	0	3	1	4	1	9	0	10	1	5	0	6
% App. Total	14.3	50	35.7		0	75	25		10	90	0		16.7	83.3	0	
PHF	.500	.583	.417	.875	.000	.750	.250	1.000	.250	.750	.000	.833	.250	.417	.000	.375

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	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	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	1	4
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	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	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	3	0	3	0	1	0	1	1	6
Apprch %	0	100	0		0	0	0		0	100	0		0	100	0			
Total %	0	33.3	0	33.3	0	0	0	0	0	50	0	50	0	16.7	0	16.7		

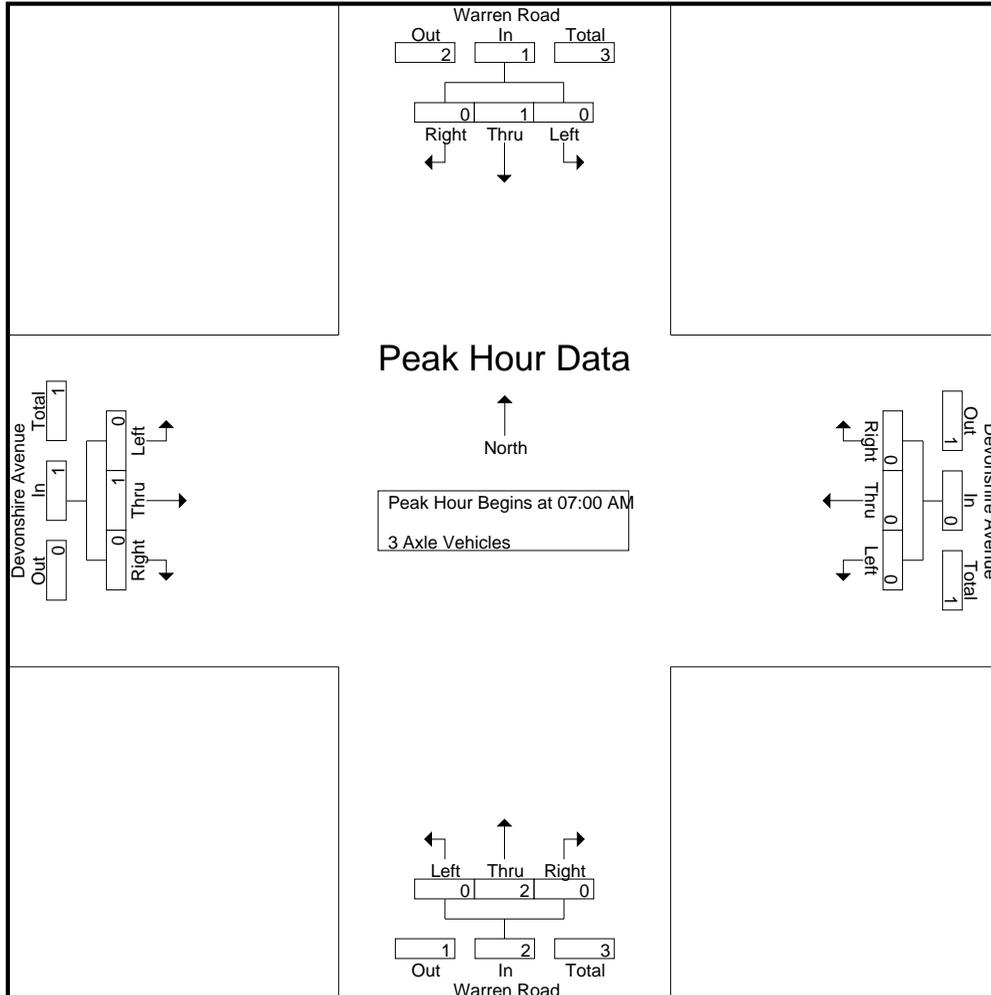
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.500

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+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	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	0
07:15 AM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0	0	7
Total	0	7	0	7	0	1	1	2	0	6	0	6	0	0	0	0	0	15
08:00 AM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	0	12
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	0	6
08:45 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	0	8
Total	1	12	0	13	0	0	0	0	0	17	0	17	0	0	0	0	0	30
Grand Total	1	19	0	20	0	1	1	2	0	23	0	23	0	0	0	0	0	45
Apprch %	5	95	0		0	50	50		0	100	0		0	0	0			
Total %	2.2	42.2	0	44.4	0	2.2	2.2	4.4	0	51.1	0	51.1	0	0	0	0	0	

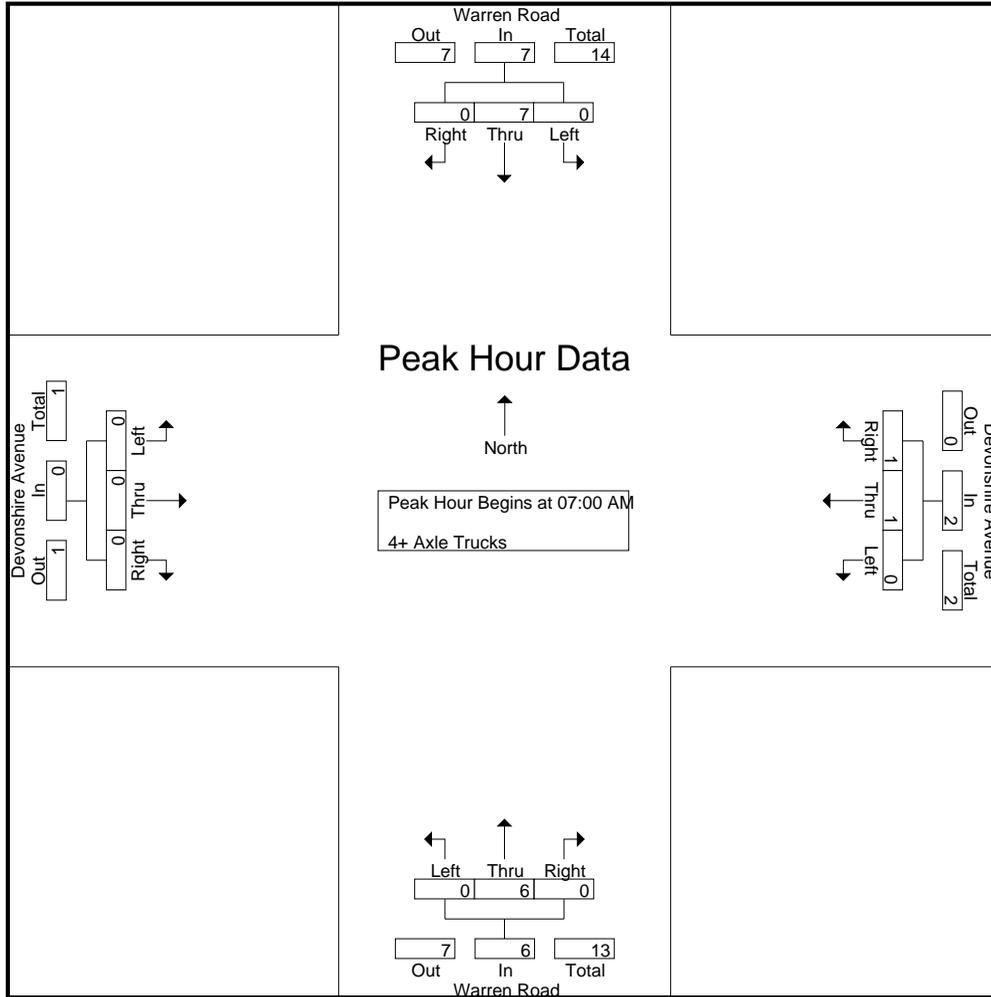
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0	0	7
Total Volume	0	7	0	7	0	1	1	2	0	6	0	6	0	0	0	0	0	15
% App. Total	0	100	0		0	50	50		0	100	0		0	0	0			
PHF	.000	.438	.000	.438	.000	.250	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.000	.536

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0
Total Volume	0	7	0	7	0	1	1	2	0	6	0	6	0	0	0	0
% App. Total	0	100	0	0	0	50	50	0	0	100	0	0	0	0	0	0
PHF	.000	.438	.000	.438	.000	.250	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

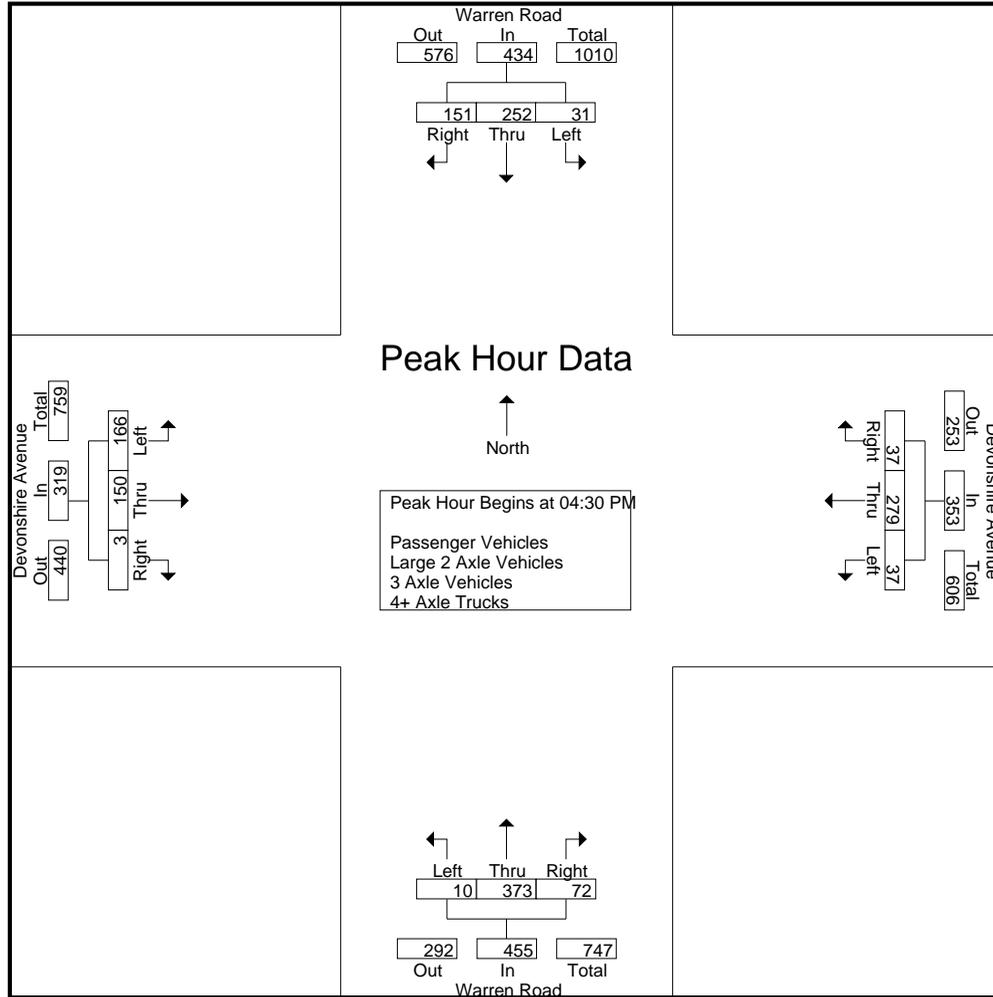
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	70	29	112	8	82	3	93	2	85	12	99	33	43	0	76	380
04:15 PM	13	64	38	115	10	68	10	88	4	91	16	111	39	41	1	81	395
04:30 PM	6	66	24	96	9	66	9	84	2	93	16	111	44	41	0	85	376
04:45 PM	9	63	39	111	11	61	14	86	6	92	19	117	38	41	3	82	396
Total	41	263	130	434	38	277	36	351	14	361	63	438	154	166	4	324	1547
05:00 PM	10	58	43	111	10	77	6	93	1	86	18	105	43	41	0	84	393
05:15 PM	6	65	45	116	7	75	8	90	1	102	19	122	41	27	0	68	396
05:30 PM	11	75	30	116	4	60	7	71	2	82	13	97	52	29	0	81	365
05:45 PM	11	55	47	113	7	48	8	63	1	99	18	118	29	29	1	59	353
Total	38	253	165	456	28	260	29	317	5	369	68	442	165	126	1	292	1507
Grand Total	79	516	295	890	66	537	65	668	19	730	131	880	319	292	5	616	3054
Apprch %	8.9	58	33.1		9.9	80.4	9.7		2.2	83	14.9		51.8	47.4	0.8		
Total %	2.6	16.9	9.7	29.1	2.2	17.6	2.1	21.9	0.6	23.9	4.3	28.8	10.4	9.6	0.2	20.2	
Passenger Vehicles	77	497	291	865	66	527	64	657	18	707	129	854	312	284	5	601	2977
% Passenger Vehicles	97.5	96.3	98.6	97.2	100	98.1	98.5	98.4	94.7	96.8	98.5	97	97.8	97.3	100	97.6	97.5
Large 2 Axle Vehicles	2	10	3	15	0	10	1	11	1	7	2	10	5	8	0	13	49
% Large 2 Axle Vehicles	2.5	1.9	1	1.7	0	1.9	1.5	1.6	5.3	1	1.5	1.1	1.6	2.7	0	2.1	1.6
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% 3 Axle Vehicles	0	0.4	0.3	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	7	0	7	0	0	0	0	0	13	0	13	2	0	0	2	22
% 4+ Axle Trucks	0	1.4	0	0.8	0	0	0	0	0	1.8	0	1.5	0.6	0	0	0.3	0.7

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	6	66	24	96	9	66	9	84	2	93	16	111	44	41	0	85	376
04:45 PM	9	63	39	111	11	61	14	86	6	92	19	117	38	41	3	82	396
05:00 PM	10	58	43	111	10	77	6	93	1	86	18	105	43	41	0	84	393
05:15 PM	6	65	45	116	7	75	8	90	1	102	19	122	41	27	0	68	396
Total Volume	31	252	151	434	37	279	37	353	10	373	72	455	166	150	3	319	1561
% App. Total	7.1	58.1	34.8		10.5	79	10.5		2.2	82	15.8		52	47	0.9		
PHF	.775	.955	.839	.935	.841	.906	.661	.949	.417	.914	.947	.932	.943	.915	.250	.938	.985

County of Riverside
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 Weather: Clear

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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:

	05:00 PM				04:30 PM				04:30 PM				04:15 PM			
+0 mins.	10	58	43	111	9	66	9	84	2	93	16	111	39	41	1	81
+15 mins.	6	65	45	116	11	61	14	86	6	92	19	117	44	41	0	85
+30 mins.	11	75	30	116	10	77	6	93	1	86	18	105	38	41	3	82
+45 mins.	11	55	47	113	7	75	8	90	1	102	19	122	43	41	0	84
Total Volume	38	253	165	456	37	279	37	353	10	373	72	455	164	164	4	332
% App. Total	8.3	55.5	36.2		10.5	79	10.5		2.2	82	15.8		49.4	49.4	1.2	
PHF	.864	.843	.878	.983	.841	.906	.661	.949	.417	.914	.947	.932	.932	1.000	.333	.976

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
 Site Code : 05124323
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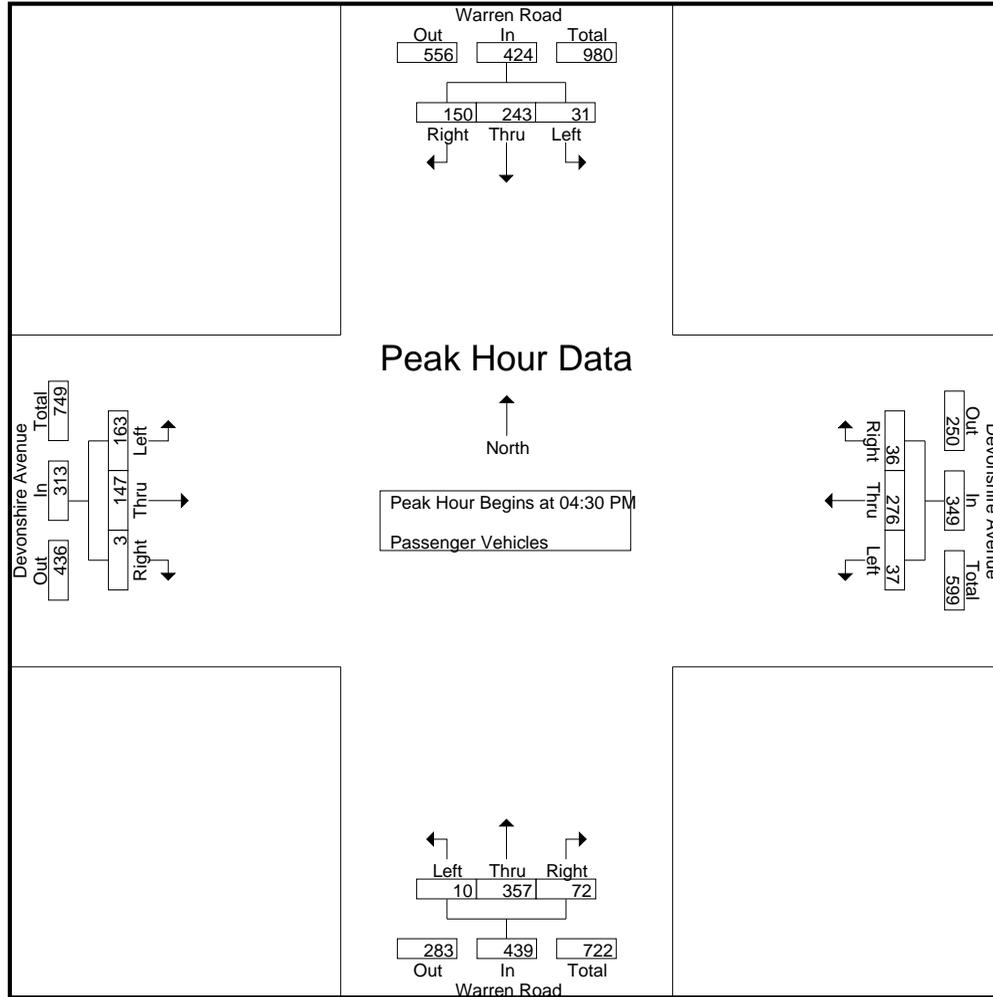
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	12	67	27	106	8	79	3	90	2	82	10	94	31	40	0	71	361
04:15 PM	12	62	38	112	10	65	10	85	3	88	16	107	38	40	1	79	383
04:30 PM	6	63	23	92	9	66	9	84	2	89	16	107	44	39	0	83	366
04:45 PM	9	58	39	106	11	60	14	85	6	89	19	114	37	40	3	80	385
Total	39	250	127	416	38	270	36	344	13	348	61	422	150	159	4	313	1495
05:00 PM	10	58	43	111	10	75	6	91	1	81	18	100	42	41	0	83	385
05:15 PM	6	64	45	115	7	75	7	89	1	98	19	118	40	27	0	67	389
05:30 PM	11	71	29	111	4	60	7	71	2	81	13	96	51	29	0	80	358
05:45 PM	11	54	47	112	7	47	8	62	1	99	18	118	29	28	1	58	350
Total	38	247	164	449	28	257	28	313	5	359	68	432	162	125	1	288	1482
Grand Total	77	497	291	865	66	527	64	657	18	707	129	854	312	284	5	601	2977
Apprch %	8.9	57.5	33.6		10	80.2	9.7		2.1	82.8	15.1		51.9	47.3	0.8		
Total %	2.6	16.7	9.8	29.1	2.2	17.7	2.1	22.1	0.6	23.7	4.3	28.7	10.5	9.5	0.2	20.2	

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	6	63	23	92	9	66	9	84	2	89	16	107	44	39	0	83	366
04:45 PM	9	58	39	106	11	60	14	85	6	89	19	114	37	40	3	80	385
05:00 PM	10	58	43	111	10	75	6	91	1	81	18	100	42	41	0	83	385
05:15 PM	6	64	45	115	7	75	7	89	1	98	19	118	40	27	0	67	389
Total Volume	31	243	150	424	37	276	36	349	10	357	72	439	163	147	3	313	1525
% App. Total	7.3	57.3	35.4		10.6	79.1	10.3		2.3	81.3	16.4		52.1	47	1		
PHF	.775	.949	.833	.922	.841	.920	.643	.959	.417	.911	.947	.930	.926	.896	.250	.943	.980

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	6	63	23	92	9	66	9	84	2	89	16	107	44	39	0	83
+15 mins.	9	58	39	106	11	60	14	85	6	89	19	114	37	40	3	80
+30 mins.	10	58	43	111	10	75	6	91	1	81	18	100	42	41	0	83
+45 mins.	6	64	45	115	7	75	7	89	1	98	19	118	40	27	0	67
Total Volume	31	243	150	424	37	276	36	349	10	357	72	439	163	147	3	313
% App. Total	7.3	57.3	35.4		10.6	79.1	10.3		2.3	81.3	16.4		52.1	47	1	
PHF	.775	.949	.833	.922	.841	.920	.643	.959	.417	.911	.947	.930	.926	.896	.250	.943

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
 Site Code : 05124323
 Start Date : 4/16/2024
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Groups Printed- Large 2 Axle Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	2	1	4	0	3	0	3	0	0	2	2	2	3	0	5	14
04:15 PM	1	1	0	2	0	3	0	3	1	0	0	1	1	1	0	2	8
04:30 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	2	0	2	7
04:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	1	1	0	2	7
Total	2	7	2	11	0	7	0	7	1	4	2	7	4	7	0	11	36
05:00 PM	0	0	0	0	0	2	0	2	0	1	0	1	1	0	0	1	4
05:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	3	1	4	0	3	1	4	0	3	0	3	1	1	0	2	13
Grand Total	2	10	3	15	0	10	1	11	1	7	2	10	5	8	0	13	49
Apprch %	13.3	66.7	20		0	90.9	9.1		10	70	20		38.5	61.5	0		
Total %	4.1	20.4	6.1	30.6	0	20.4	2	22.4	2	14.3	4.1	20.4	10.2	16.3	0	26.5	

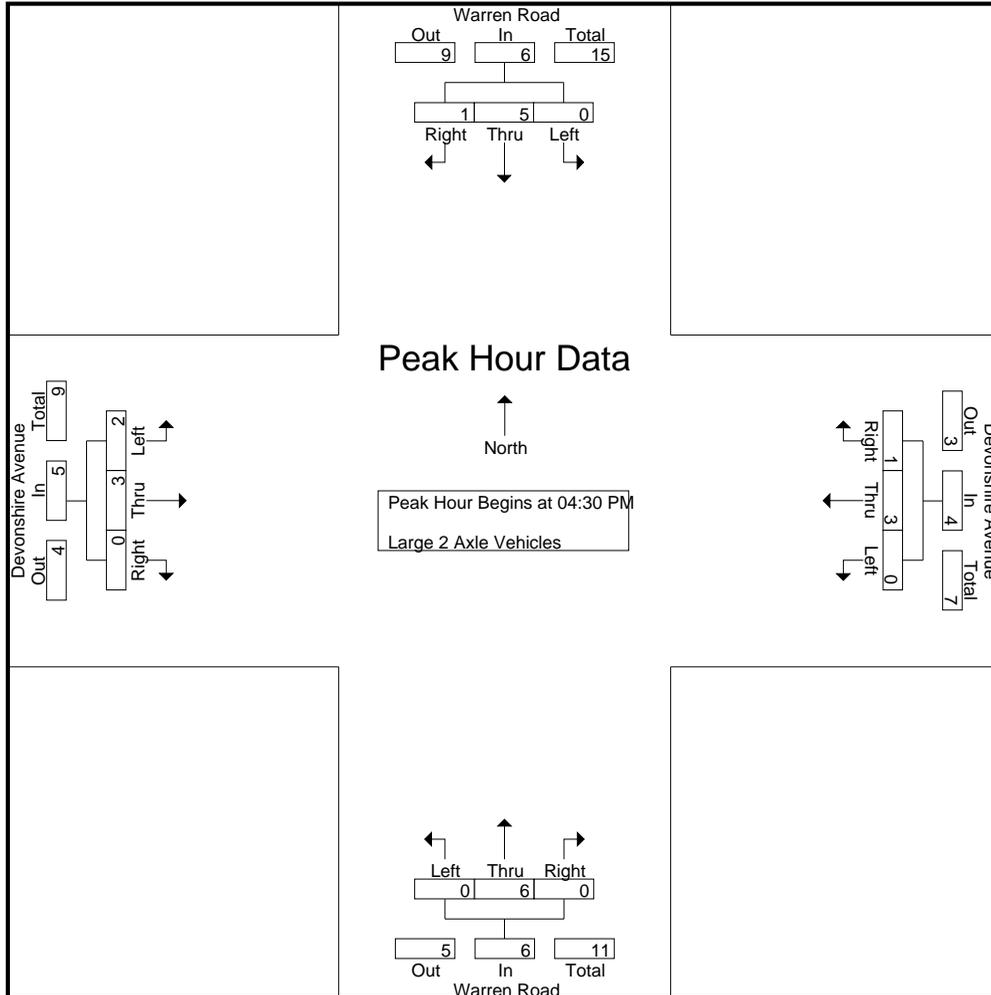
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	2	0	2	7
04:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	1	1	0	2	7
05:00 PM	0	0	0	0	0	2	0	2	0	1	0	1	1	0	0	1	4
05:15 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total Volume	0	5	1	6	0	3	1	4	0	6	0	6	2	3	0	5	21
% App. Total	0	83.3	16.7		0	75	25		0	100	0		40	60	0		
PHF	.000	.625	.250	.500	.000	.375	.250	.500	.000	.750	.000	.750	.500	.375	.000	.625	.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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM											
+0 mins.	0	2	1	3	0	0	0	0	0	2	0	2	0	2	0	2	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	1	0	1	0	2	0	2	1	1	0	2	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	0	3	1	4	0	6	0	6	2	3	0	5	2	3	0	5	0	0	0	0
% App. Total	0	83.3	16.7		0	75	25		0	100	0		40	60	0		40	60	0		0	0	0	
PHF	.000	.625	.250	.500	.000	.375	.250	.500	.000	.750	.000	.750	.500	.375	.000	.625	.500	.375	.000	.625				

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
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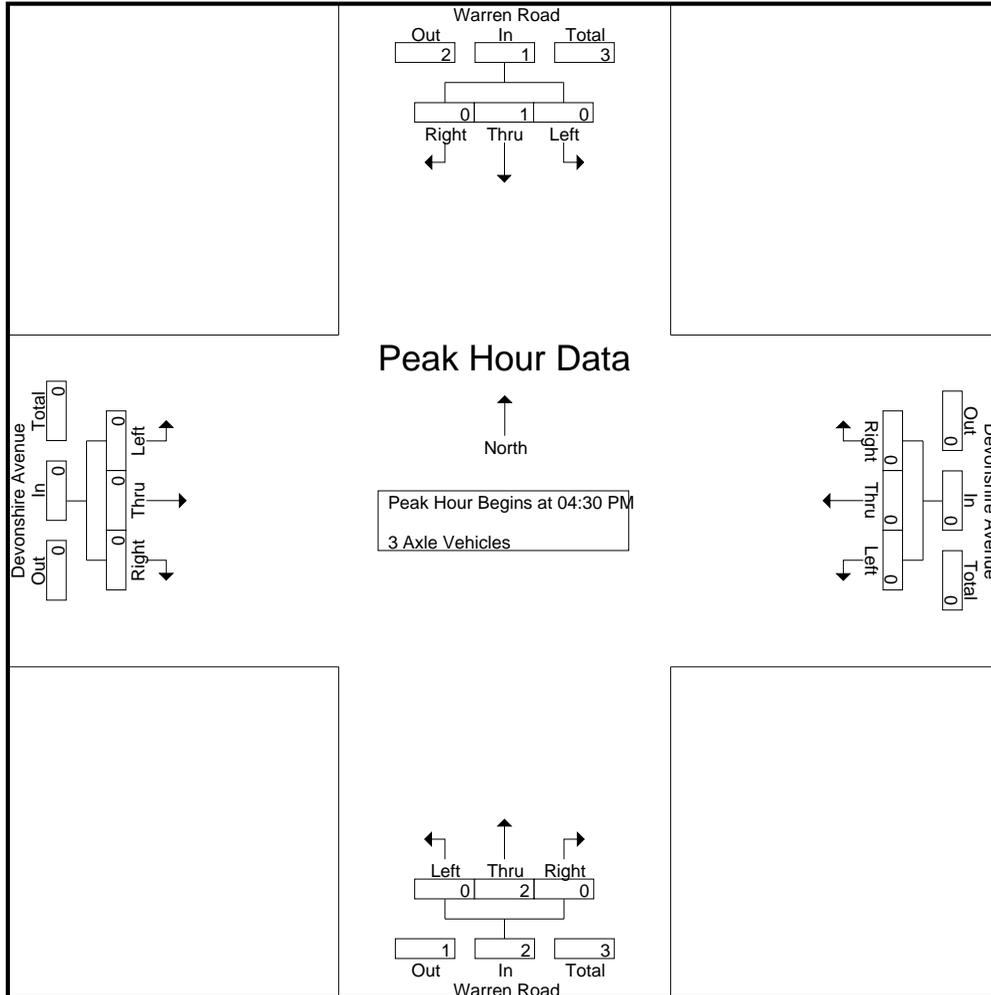
Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	2	1	3	0	0	0	0	0	3	0	3	0	0	0	0	0	6
Apprch %	0	66.7	33.3		0	0	0		0	100	0		0	0	0			
Total %	0	33.3	16.7	50	0	0	0	0	0	50	0	50	0	0	0	0	0	

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	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
Total Volume	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750

County of Riverside
 N/S: Warren Road
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 Weather: Clear

File Name : 19_CRV_War_Dev PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
 Site Code : 05124323
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Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire 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	3	0	3	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	5	0	5	2	0	0	2	9
Grand Total	0	7	0	7	0	0	0	0	0	13	0	13	2	0	0	2	22
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	31.8	0	31.8	0	0	0	0	0	59.1	0	59.1	9.1	0	0	9.1	

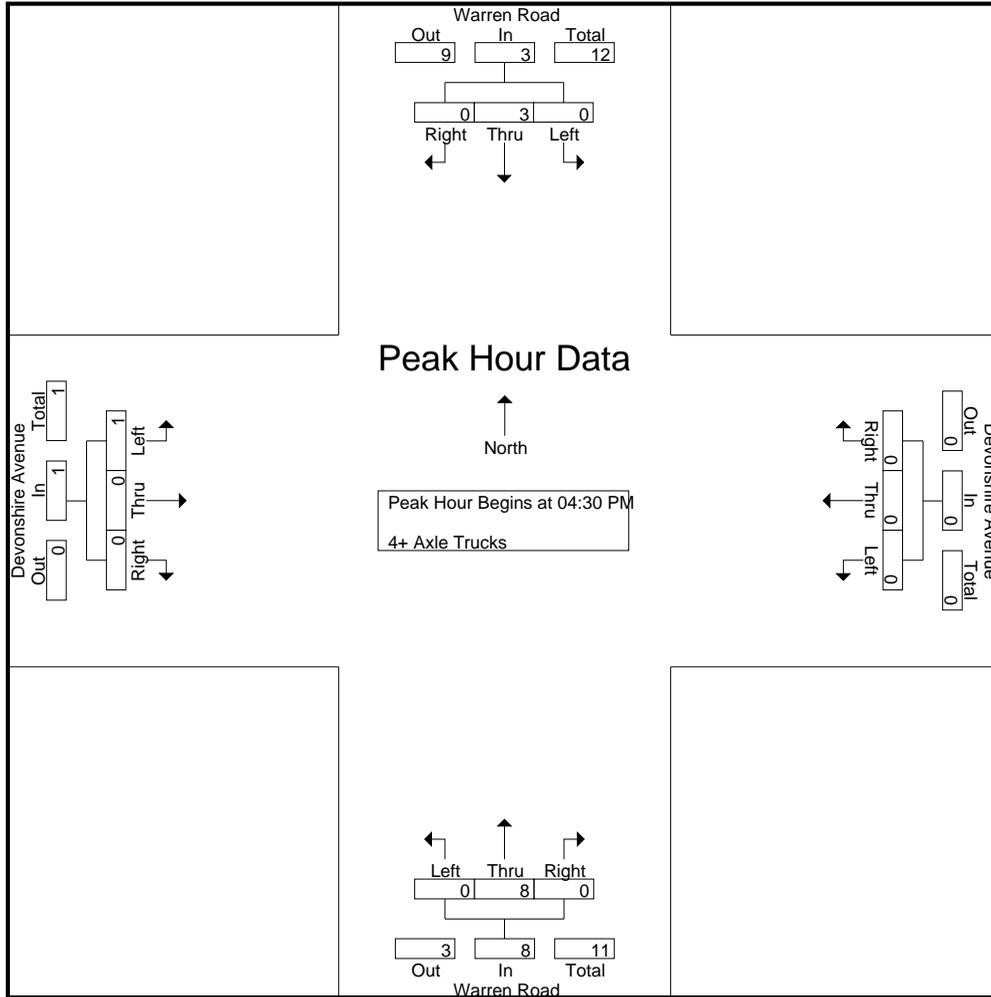
Start Time	Warren Road Southbound				Devonshire Avenue Westbound				Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Total Volume	0	3	0	3	0	0	0	0	0	8	0	8	1	0	0	1	12
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.000	.250	1.00

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

County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 19_CRV_War_Dev PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	8	0	8	1	0	0	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.000	.250

Location: County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue



Date: 4/16/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Warren Road	East Leg Devonshire Avenue	South Leg Warren Road	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Devonshire Avenue	South Leg Warren Road	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Warren Road
 E/W: Devonshire Avenue



Date: 4/16/2024
 Day: Tuesday

BICYCLES

	Southbound Warren Road			Westbound Devonshire Avenue			Northbound Warren Road			Eastbound Devonshire 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 Warren Road			Westbound Devonshire Avenue			Northbound Warren Road			Eastbound Devonshire 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	1	0	0	0	0	0	1	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	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

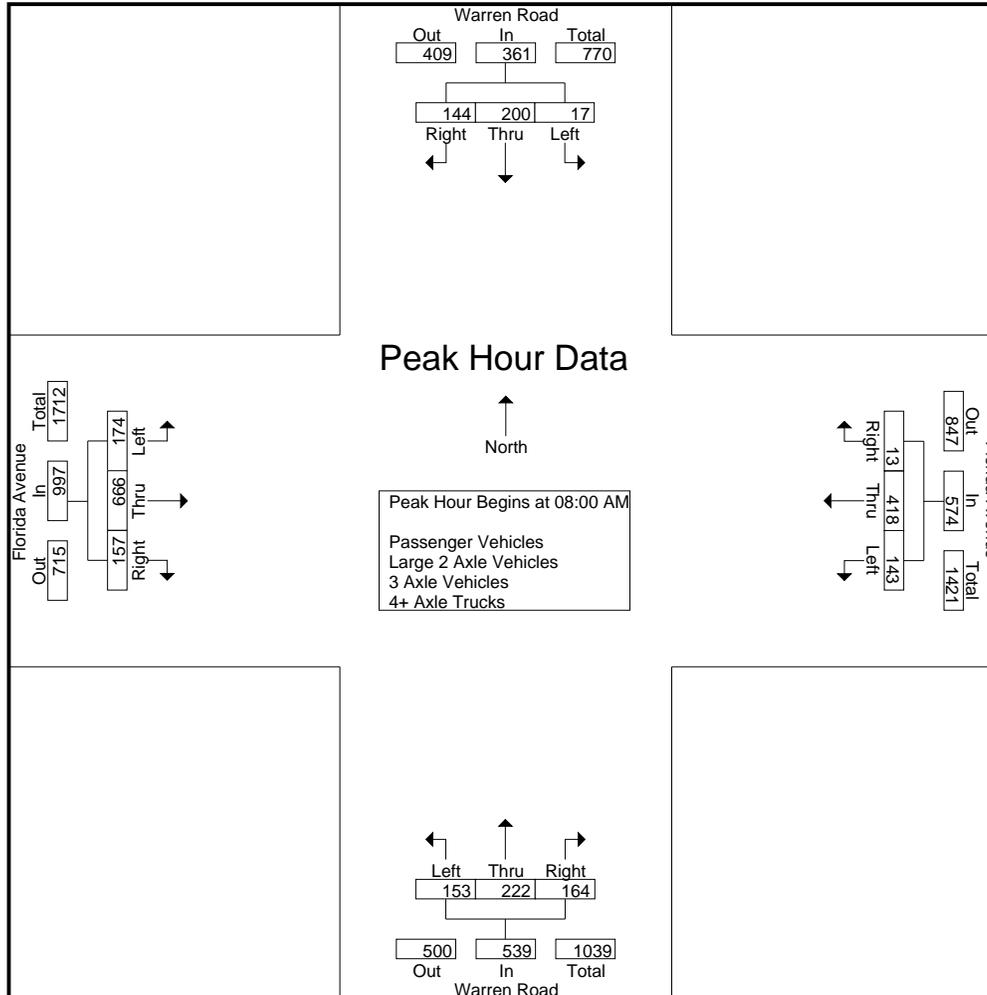
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	57	23	17	83	33	146	3	2	182	42	51	20	8	113	49	152	36	8	237	35	615	650
07:15 AM	0	47	20	13	67	27	143	4	2	174	54	54	24	7	132	22	152	32	10	206	32	579	611
07:30 AM	1	57	25	19	83	39	160	3	1	202	48	46	22	10	116	34	145	39	12	218	42	619	661
07:45 AM	5	45	26	13	76	48	147	1	0	196	38	45	32	11	115	40	167	44	15	251	39	638	677
Total	9	206	94	62	309	147	596	11	5	754	182	196	98	36	476	145	616	151	45	912	148	2451	2599
08:00 AM	1	65	41	29	107	41	91	3	1	135	39	55	30	10	124	28	163	39	21	230	61	596	657
08:15 AM	4	46	30	23	80	22	116	2	2	140	36	55	40	9	131	54	154	39	7	247	41	598	639
08:30 AM	5	45	40	23	90	37	110	6	3	153	45	56	45	17	146	45	163	35	6	243	49	632	681
08:45 AM	7	44	33	16	84	43	101	2	1	146	33	56	49	22	138	47	186	44	6	277	45	645	690
Total	17	200	144	91	361	143	418	13	7	574	153	222	164	58	539	174	666	157	40	997	196	2471	2667
Grand Total	26	406	238	153	670	290	1014	24	12	1328	335	418	262	94	1015	319	1282	308	85	1909	344	4922	5266
Apprch %	3.9	60.6	35.5			21.8	76.4	1.8			33	41.2	25.8			16.7	67.2	16.1					
Total %	0.5	8.2	4.8		13.6	5.9	20.6	0.5		27	6.8	8.5	5.3		20.6	6.5	26	6.3		38.8	6.5	93.5	
Passenger Vehicles	23	391	220		779	287	969	22		1290	323	405	260		1082	292	1193	284		1848	0	0	4999
% Passenger Vehicles	88.5	96.3	92.4	94.8	94.7	99	95.6	91.7	100	96.3	96.4	96.9	99.2	100	97.6	91.5	93.1	92.2	92.9	92.7	0	0	94.9
Large 2 Axle Vehicles	1	11	5		20	3	32	0		35	4	10	1		15	9	48	11		69	0	0	139
% Large 2 Axle Vehicles	3.8	2.7	2.1	2	2.4	1	3.2	0	0	2.6	1.2	2.4	0.4	0	1.4	2.8	3.7	3.6	1.2	3.5	0	0	2.6
3 Axle Vehicles	0	1	1		3	0	5	1		6	1	0	1		2	2	16	3		21	0	0	32
% 3 Axle Vehicles	0	0.2	0.4	0.7	0.4	0	0.5	4.2	0	0.4	0.3	0	0.4	0	0.2	0.6	1.2	1	0	1.1	0	0	0.6
4+ Axle Trucks	2	3	12		21	0	8	1		9	7	3	0		10	16	25	10		56	0	0	96
% 4+ Axle Trucks	7.7	0.7	5	2.6	2.6	0	0.8	4.2	0	0.7	2.1	0.7	0	0	0.9	5	2	3.2	5.9	2.8	0	0	1.8

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM																	
08:00 AM	1	65	41	107	41	91	3	135	39	55	30	124	28	163	39	230	596
08:15 AM	4	46	30	80	22	116	2	140	36	55	40	131	54	154	39	247	598
08:30 AM	5	45	40	90	37	110	6	153	45	56	45	146	45	163	35	243	632
08:45 AM	7	44	33	84	43	101	2	146	33	56	49	138	47	186	44	277	645
Total Volume	17	200	144	361	143	418	13	574	153	222	164	539	174	666	157	997	2471
% App. Total	4.7	55.4	39.9		24.9	72.8	2.3		28.4	41.2	30.4		17.5	66.8	15.7		
PHF	.607	.769	.878	.843	.831	.901	.542	.938	.850	.991	.837	.923	.806	.895	.892	.900	.958

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 Each Approach Begins at:																	
	08:00 AM				07:00 AM				08:00 AM				08:00 AM				
+0 mins.	1	65	41	107	33	146	3	182	39	55	30	124	28	163	39	230	
+15 mins.	4	46	30	80	27	143	4	174	36	55	40	131	54	154	39	247	
+30 mins.	5	45	40	90	39	160	3	202	45	56	45	146	45	163	35	243	
+45 mins.	7	44	33	84	48	147	1	196	33	56	49	138	47	186	44	277	
Total Volume	17	200	144	361	147	596	11	754	153	222	164	539	174	666	157	997	
% App. Total	4.7	55.4	39.9		19.5	79	1.5		28.4	41.2	30.4		17.5	66.8	15.7		
PHF	.607	.769	.878	.843	.766	.931	.688	.933	.850	.991	.837	.923	.806	.895	.892	.900	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

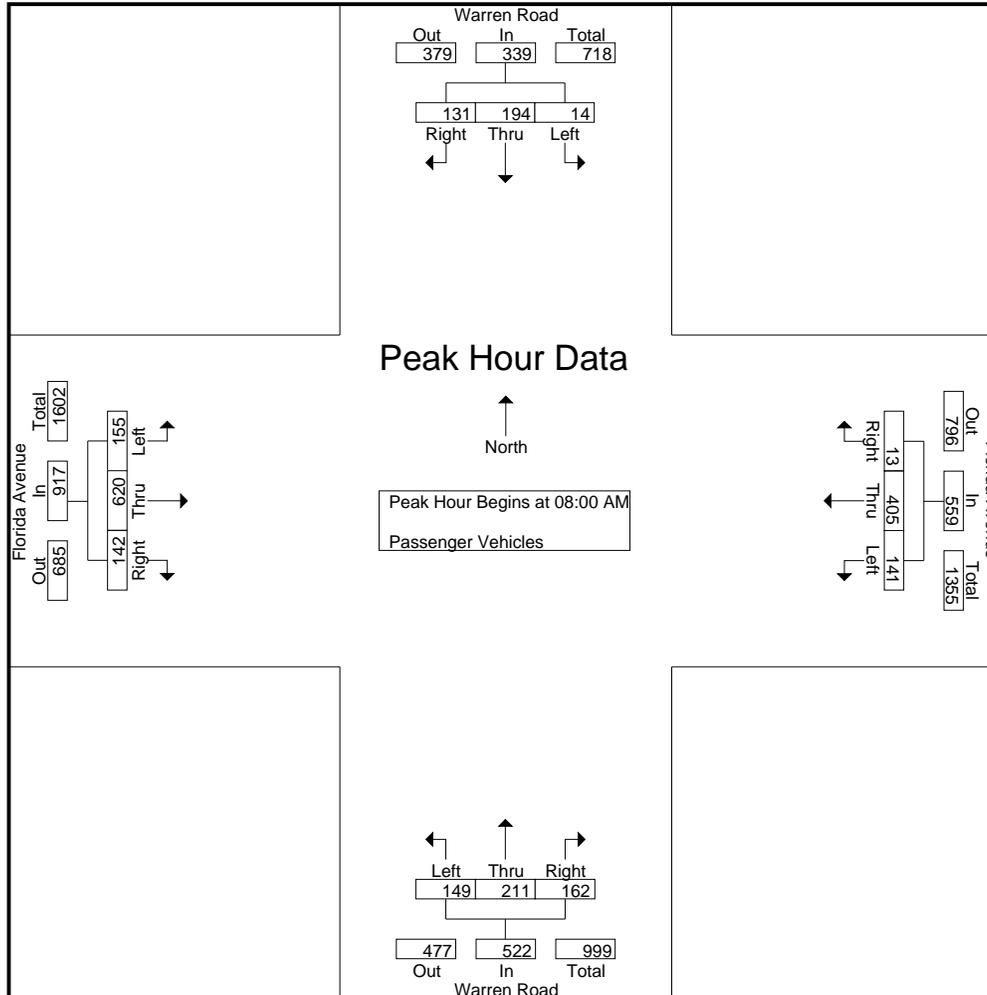
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	3	56	23	17	82	33	139	3	2	175	39	51	20	8	110	48	138	34	8	220	35	587	622
07:15 AM	0	45	19	13	64	27	133	3	2	163	53	53	24	7	130	20	140	28	10	188	32	545	577
07:30 AM	1	54	23	17	78	39	151	3	1	193	46	46	22	10	114	32	137	36	12	205	40	590	630
07:45 AM	5	42	24	13	71	47	141	0	0	188	36	44	32	11	112	37	158	44	15	239	39	610	649
Total	9	197	89	60	295	146	564	9	5	719	174	194	98	36	466	137	573	142	45	852	146	2332	2478
08:00 AM	1	64	39	29	104	40	88	3	1	131	38	50	29	10	117	25	158	35	18	218	58	570	628
08:15 AM	4	45	28	21	77	22	111	2	2	135	36	52	39	9	127	43	137	37	7	217	39	556	595
08:30 AM	5	44	35	21	84	37	107	6	3	150	43	55	45	17	143	45	152	33	5	230	46	607	653
08:45 AM	4	41	29	14	74	42	99	2	1	143	32	54	49	22	135	42	173	37	4	252	41	604	645
Total	14	194	131	85	339	141	405	13	7	559	149	211	162	58	522	155	620	142	34	917	184	2337	2521
Grand Total	23	391	220	145	634	287	969	22	12	1278	323	405	260	94	988	292	1193	284	79	1769	330	4669	4999
Apprch %	3.6	61.7	34.7			22.5	75.8	1.7			32.7	41	26.3			16.5	67.4	16.1					
Total %	0.5	8.4	4.7		13.6	6.1	20.8	0.5		27.4	6.9	8.7	5.6		21.2	6.3	25.6	6.1		37.9	6.6	93.4	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	64	39	104	40	88	3	131	38	50	29	117	25	158	35	218	570
08:15 AM	4	45	28	77	22	111	2	135	36	52	39	127	43	137	37	217	556
08:30 AM	5	44	35	84	37	107	6	150	43	55	45	143	45	152	33	230	607
08:45 AM	4	41	29	74	42	99	2	143	32	54	49	135	42	173	37	252	604
Total Volume	14	194	131	339	141	405	13	559	149	211	162	522	155	620	142	917	2337
% App. Total	4.1	57.2	38.6		25.2	72.5	2.3		28.5	40.4	31		16.9	67.6	15.5		
PHF	.700	.758	.840	.815	.839	.912	.542	.932	.866	.959	.827	.913	.861	.896	.959	.910	.963

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
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Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	1	64	39	104	40	88	3	131	38	50	29	117	25	158	35	218	
+15 mins.	4	45	28	77	22	111	2	135	36	52	39	127	43	137	37	217	
+30 mins.	5	44	35	84	37	107	6	150	43	55	45	143	45	152	33	230	
+45 mins.	4	41	29	74	42	99	2	143	32	54	49	135	42	173	37	252	
Total Volume	14	194	131	339	141	405	13	559	149	211	162	522	155	620	142	917	
% App. Total	4.1	57.2	38.6		25.2	72.5	2.3		28.5	40.4	31		16.9	67.6	15.5		
PHF	.700	.758	.840	.815	.839	.912	.542	.932	.866	.959	.827	.913	.861	.896	.959	.910	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

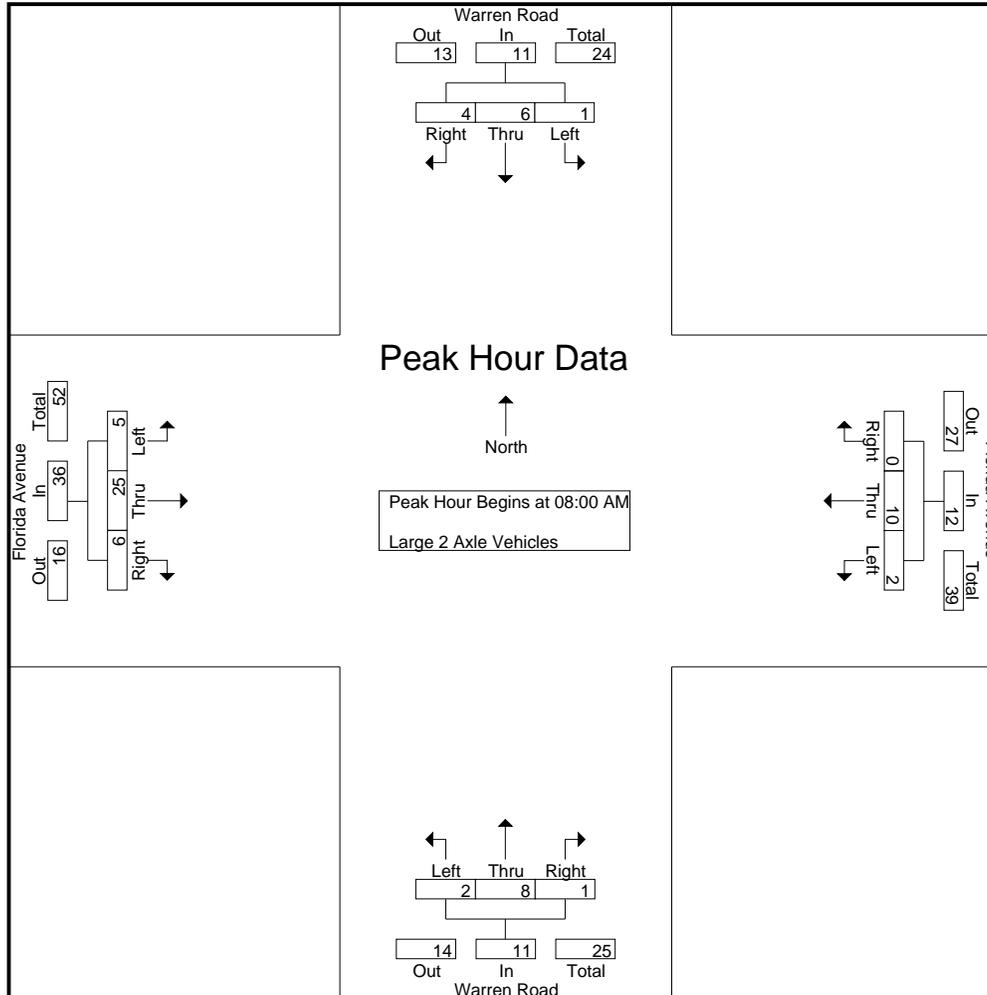
Groups Printed- Large 2 Axle Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	8	2	0	11	0	17	17
07:15 AM	0	2	0	0	2	0	7	0	0	7	0	1	0	0	1	0	8	3	0	11	0	21	21
07:30 AM	0	2	1	1	3	0	4	0	0	4	1	0	0	0	1	2	3	0	0	5	1	13	14
07:45 AM	0	1	0	0	1	1	5	0	0	6	1	1	0	0	2	1	4	0	0	5	0	14	14
Total	0	5	1	1	6	1	22	0	0	23	2	2	0	0	4	4	23	5	0	32	1	65	66
08:00 AM	0	1	2	0	3	1	3	0	0	4	1	4	1	0	6	2	2	2	1	6	1	19	20
08:15 AM	0	1	1	1	2	0	4	0	0	4	0	2	0	0	2	2	7	0	0	9	1	17	18
08:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	1	0	9	0	12	12
08:45 AM	1	3	1	1	5	1	1	0	0	2	1	2	0	0	3	1	8	3	0	12	1	22	23
Total	1	6	4	2	11	2	10	0	0	12	2	8	1	0	11	5	25	6	1	36	3	70	73
Grand Total	1	11	5	3	17	3	32	0	0	35	4	10	1	0	15	9	48	11	1	68	4	135	139
Apprch %	5.9	64.7	29.4			8.6	91.4	0			26.7	66.7	6.7			13.2	70.6	16.2					
Total %	0.7	8.1	3.7		12.6	2.2	23.7	0		25.9	3	7.4	0.7		11.1	6.7	35.6	8.1		50.4	2.9	97.1	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	2	3	1	3	0	4	1	4	1	6	2	2	2	6	19
08:15 AM	0	1	1	2	0	4	0	4	0	2	0	2	2	7	0	9	17
08:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	8	1	9	12
08:45 AM	1	3	1	5	1	1	0	2	1	2	0	3	1	8	3	12	22
Total Volume	1	6	4	11	2	10	0	12	2	8	1	11	5	25	6	36	70
% App. Total	9.1	54.5	36.4		16.7	83.3	0		18.2	72.7	9.1		13.9	69.4	16.7		
PHF	.250	.500	.500	.550	.500	.625	.000	.750	.500	.500	.250	.458	.625	.781	.500	.750	.795

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	1	2	3	1	3	0	4	1	4	1	6	2	2	2	6	
+15 mins.	0	1	1	2	0	4	0	4	0	2	0	2	2	7	0	9	
+30 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	8	1	9	
+45 mins.	1	3	1	5	1	1	0	2	1	2	0	3	1	8	3	12	
Total Volume	1	6	4	11	2	10	0	12	2	8	1	11	5	25	6	36	
% App. Total	9.1	54.5	36.4		16.7	83.3	0		18.2	72.7	9.1		13.9	69.4	16.7		
PHF	.250	.500	.500	.550	.500	.625	.000	.750	.500	.500	.250	.458	.625	.781	.500	.750	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
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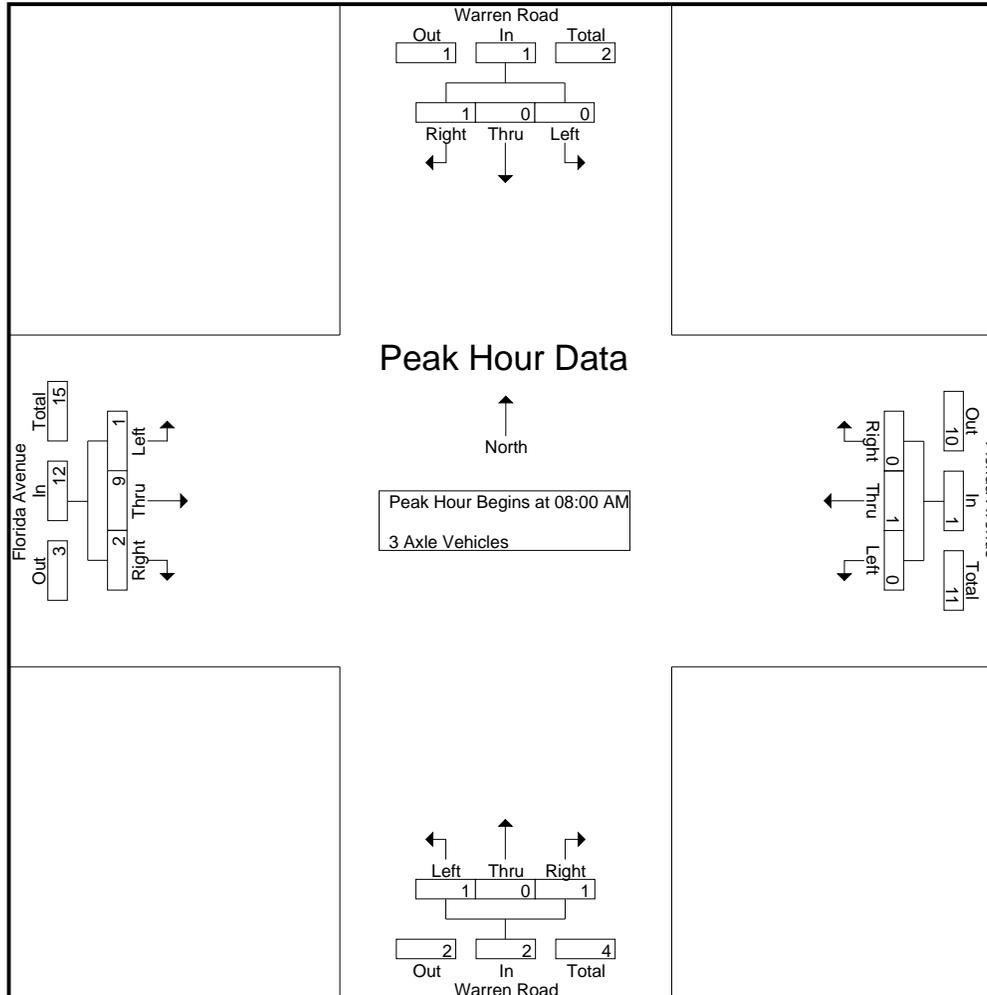
Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	0	1	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	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	5	5
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	5	5
Total	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	1	7	1	0	9	0	15	15
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	1	0	1	0	6	2	0	8	0	9	9
08:30 AM	0	0	1	1	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1	4	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3	3
Total	0	0	1	1	1	0	1	0	0	1	1	0	1	0	2	1	9	2	0	12	1	16	17
Grand Total	0	1	1	1	2	0	5	1	0	6	1	0	1	0	2	2	16	3	0	21	1	31	32
Apprch %	0	50	50			0	83.3	16.7			50	0	50			9.5	76.2	14.3					
Total %	0	3.2	3.2		6.5	0	16.1	3.2		19.4	3.2	0	3.2		6.5	6.5	51.6	9.7		67.7	3.1	96.9	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	1	1	0	6	2	8	9
08:30 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total Volume	0	0	1	1	0	1	0	1	1	0	1	2	1	9	2	12	16
% App. Total	0	0	100		0	100	0		50	0	50		8.3	75	16.7		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.250	.500	.250	.375	.250	.375	.444

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
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County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
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Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	6	2	8	
+30 mins.	0	0	1	1	0	1	0	1	1	0	0	1	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	
Total Volume	0	0	1	1	0	1	0	1	1	0	1	2	1	9	2	12	
% App. Total	0	0	100		0	100	0		50	0	50		8.3	75	16.7		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.250	.500	.250	.375	.250	.375	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
 Site Code : 05124323
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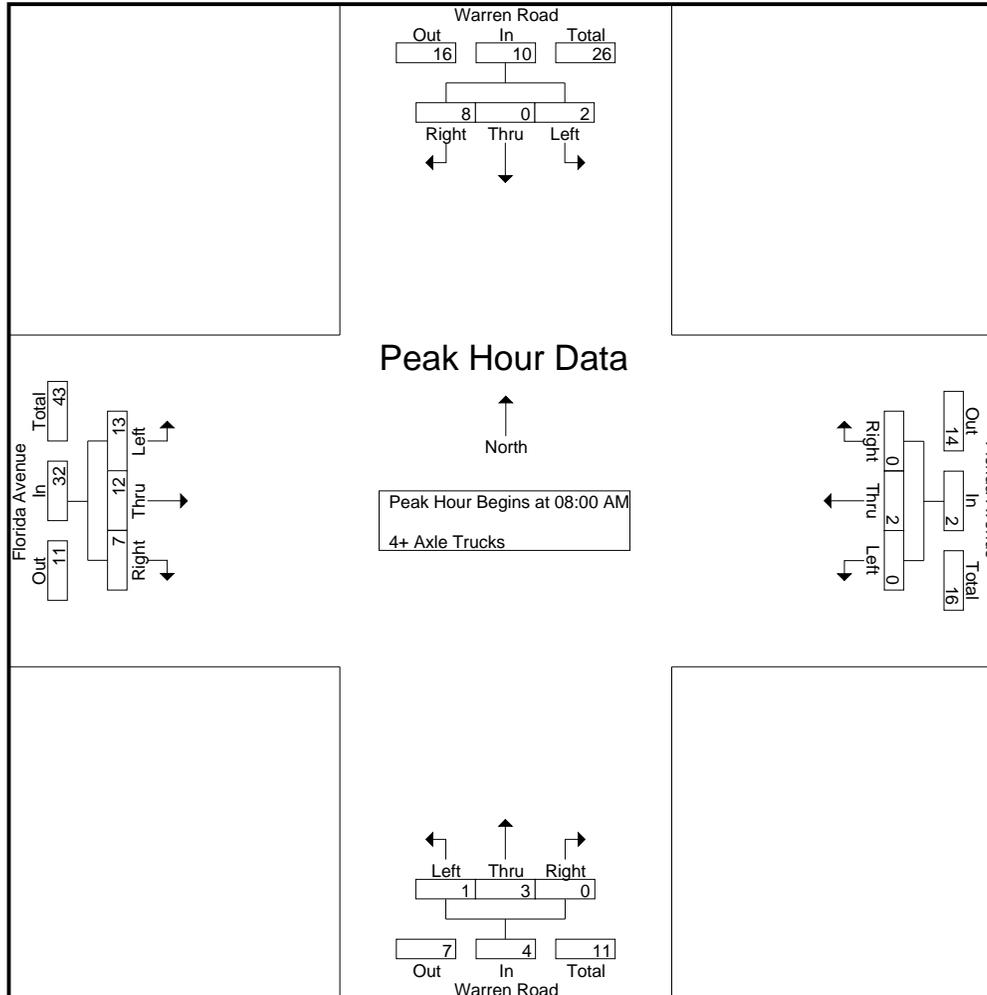
Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	5	0	0	5	0	9	9
07:15 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	2	3	1	0	6	0	10	10
07:30 AM	0	1	1	1	2	0	3	0	0	3	1	0	0	0	1	0	3	2	0	5	1	11	12
07:45 AM	0	2	2	0	4	0	0	1	0	1	1	0	0	0	1	1	2	0	0	3	0	9	9
Total	0	3	4	1	7	0	6	1	0	7	6	0	0	0	6	3	13	3	0	19	1	39	40
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	2	2	6	2	7	9
08:15 AM	0	0	1	1	1	0	1	0	0	1	0	1	0	0	1	9	4	0	0	13	1	16	17
08:30 AM	0	0	4	1	4	0	0	0	0	0	1	1	0	0	2	0	2	1	1	3	2	9	11
08:45 AM	2	0	3	1	5	0	1	0	0	1	0	0	0	0	0	3	3	4	2	10	3	16	19
Total	2	0	8	3	10	0	2	0	0	2	1	3	0	0	4	13	12	7	5	32	8	48	56
Grand Total	2	3	12	4	17	0	8	1	0	9	7	3	0	0	10	16	25	10	5	51	9	87	96
Apprch %	11.8	17.6	70.6			0	88.9	11.1			70	30	0			31.4	49	19.6					
Total %	2.3	3.4	13.8		19.5	0	9.2	1.1		10.3	8	3.4	0		11.5	18.4	28.7	11.5		58.6	9.4	90.6	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	3	2	6	7
08:15 AM	0	0	1	1	0	1	0	1	0	1	0	1	9	4	0	13	16
08:30 AM	0	0	4	4	0	0	0	0	1	1	0	2	0	2	1	3	9
08:45 AM	2	0	3	5	0	1	0	1	0	0	0	0	3	3	4	10	16
Total Volume	2	0	8	10	0	2	0	2	1	3	0	4	13	12	7	32	48
% App. Total	20	0	80		0	100	0		25	75	0		40.6	37.5	21.9		
PHF	.250	.000	.500	.500	.000	.500	.000	.500	.250	.750	.000	.500	.361	.750	.438	.615	.750

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
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County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo AM
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Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	3	2	6	
+15 mins.	0	0	1	1	0	1	0	1	0	1	0	1	9	4	0	13	
+30 mins.	0	0	4	4	0	0	0	0	1	1	0	2	0	2	1	3	
+45 mins.	2	0	3	5	0	1	0	1	0	0	0	0	3	3	4	10	
Total Volume	2	0	8	10	0	2	0	2	1	3	0	4	13	12	7	32	
% App. Total	20	0	80		0	100	0		25	75	0		40.6	37.5	21.9		
PHF	.250	.000	.500	.500	.000	.500	.000	.500	.250	.750	.000	.500	.361	.750	.438	.615	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
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File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

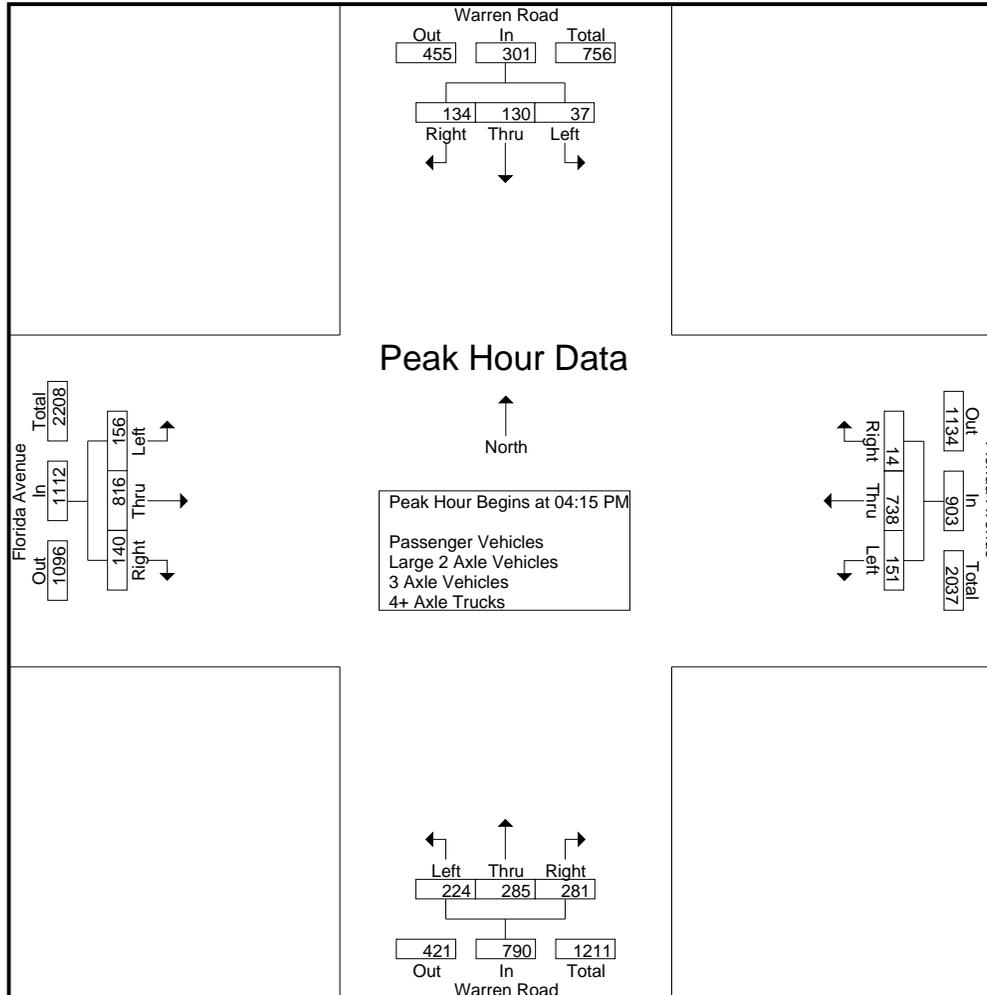
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	5	42	32	15	79	35	180	6	3	221	54	65	55	22	174	36	211	36	6	283	46	757	803
04:15 PM	14	23	40	22	77	30	182	3	2	215	67	57	72	33	196	46	194	29	14	269	71	757	828
04:30 PM	12	34	35	19	81	37	194	4	3	235	58	85	73	35	216	34	220	46	21	300	78	832	910
04:45 PM	5	38	31	25	74	47	186	4	2	237	36	66	64	38	166	36	189	26	9	251	74	728	802
Total	36	137	138	81	311	149	742	17	10	908	215	273	264	128	752	152	814	137	50	1103	269	3074	3343
05:00 PM	6	35	28	18	69	37	176	3	1	216	63	77	72	41	212	40	213	39	7	292	67	789	856
05:15 PM	7	43	27	21	77	36	181	7	2	224	49	77	61	36	187	24	206	36	11	266	70	754	824
05:30 PM	4	49	28	14	81	27	167	1	0	195	27	53	50	26	130	39	180	47	11	266	51	672	723
05:45 PM	8	26	24	15	58	43	161	6	1	210	36	59	46	23	141	49	181	35	8	265	47	674	721
Total	25	153	107	68	285	143	685	17	4	845	175	266	229	126	670	152	780	157	37	1089	235	2889	3124
Grand Total	61	290	245	149	596	292	1427	34	14	1753	390	539	493	254	1422	304	1594	294	87	2192	504	5963	6467
Apprch %	10.2	48.7	41.1			16.7	81.4	1.9			27.4	37.9	34.7			13.9	72.7	13.4					
Total %	1	4.9	4.1		10	4.9	23.9	0.6		29.4	6.5	9	8.3		23.8	5.1	26.7	4.9		36.8	7.8	92.2	
Passenger Vehicles	61	284	229		713	286	1371	34		1705	368	528	486		1633	291	1541	287		2205	0	0	6256
% Passenger Vehicles	100	97.9	93.5	93.3	95.7	97.9	96.1	100	100	96.5	94.4	98	98.6	98.8	97.4	95.7	96.7	97.6	98.9	96.8	0	0	96.7
Large 2 Axle Vehicles	0	4	9		19	5	28	0		33	13	4	7		27	5	46	5		57	0	0	136
% Large 2 Axle Vehicles	0	1.4	3.7		2.6	1.7	2	0	0	1.9	3.3	0.7	1.4	1.2	1.6	1.6	2.9	1.7	1.1	2.5	0	0	2.1
3 Axle Vehicles	0	1	0		1	0	14	0		14	5	2	0		7	1	4	1		6	0	0	28
% 3 Axle Vehicles	0	0.3	0		0.1	0	1	0	0	0.8	1.3	0.4	0	0	0.4	0.3	0.3	0.3	0	0.3	0	0	0.4
4+ Axle Trucks	0	1	7		12	1	14	0		15	4	5	0		9	7	3	1		11	0	0	47
% 4+ Axle Trucks	0	0.3	2.9		1.6	0.3	1	0	0	0.8	1	0.9	0	0	0.5	2.3	0.2	0.3	0	0.5	0	0	0.7

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM																	
04:15 PM	14	23	40	77	30	182	3	215	67	57	72	196	46	194	29	269	757
04:30 PM	12	34	35	81	37	194	4	235	58	85	73	216	34	220	46	300	832
04:45 PM	5	38	31	74	47	186	4	237	36	66	64	166	36	189	26	251	728
05:00 PM	6	35	28	69	37	176	3	216	63	77	72	212	40	213	39	292	789
Total Volume	37	130	134	301	151	738	14	903	224	285	281	790	156	816	140	1112	3106
% App. Total	12.3	43.2	44.5		16.7	81.7	1.6		28.4	36.1	35.6		14	73.4	12.6		
PHF	.661	.855	.838	.929	.803	.951	.875	.953	.836	.838	.962	.914	.848	.927	.761	.927	.933

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
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County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:15 PM				04:15 PM				
+0 mins.	5	42	32	79	37	194	4	235	67	57	72	196	46	194	29	269	
+15 mins.	14	23	40	77	47	186	4	237	58	85	73	216	34	220	46	300	
+30 mins.	12	34	35	81	37	176	3	216	36	66	64	166	36	189	26	251	
+45 mins.	5	38	31	74	36	181	7	224	63	77	72	212	40	213	39	292	
Total Volume	36	137	138	311	157	737	18	912	224	285	281	790	156	816	140	1112	
% App. Total	11.6	44.1	44.4		17.2	80.8	2		28.4	36.1	35.6		14	73.4	12.6		
PHF	.643	.815	.863	.960	.835	.950	.643	.962	.836	.838	.962	.914	.848	.927	.761	.927	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
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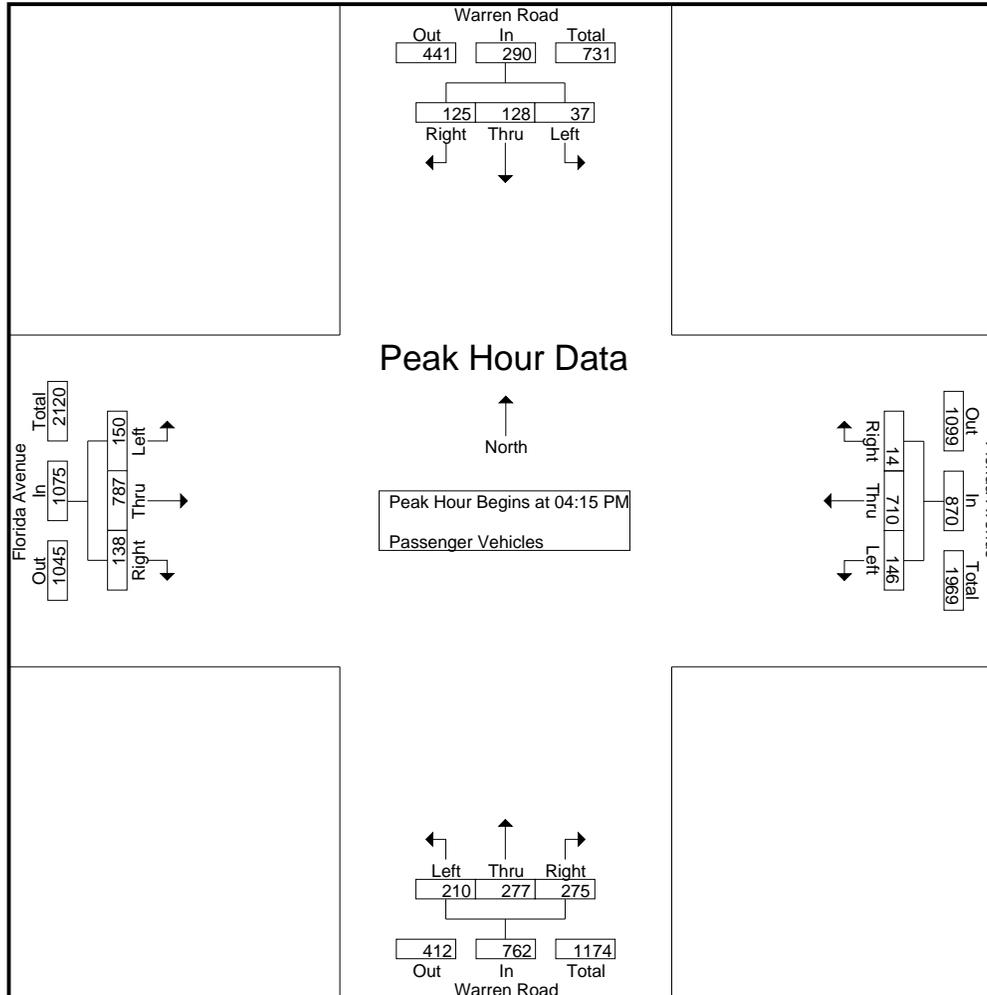
Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	5	40	30	15	75	34	173	6	3	213	52	64	54	21	170	33	199	34	6	266	45	724	769
04:15 PM	14	23	38	21	75	27	176	3	2	206	66	56	72	33	194	43	185	29	14	257	70	732	802
04:30 PM	12	33	32	17	77	36	185	4	3	225	51	83	69	35	203	33	212	46	21	291	76	796	872
04:45 PM	5	37	27	21	69	47	183	4	2	234	35	64	63	37	162	35	183	24	9	242	69	707	776
Total	36	133	127	74	296	144	717	17	10	878	204	267	258	126	729	144	779	133	50	1056	260	2959	3219
05:00 PM	6	35	28	18	69	36	166	3	1	205	58	74	71	40	203	39	207	39	7	285	66	762	828
05:15 PM	7	41	26	20	74	36	175	7	2	218	48	76	61	36	185	22	202	35	10	259	68	736	804
05:30 PM	4	49	25	12	78	27	155	1	0	183	25	53	50	26	128	37	174	45	11	256	49	645	694
05:45 PM	8	26	23	15	57	43	158	6	1	207	33	58	46	23	137	49	179	35	8	263	47	664	711
Total	25	151	102	65	278	142	654	17	4	813	164	261	228	125	653	147	762	154	36	1063	230	2807	3037
Grand Total	61	284	229	139	574	286	1371	34	14	1691	368	528	486	251	1382	291	1541	287	86	2119	490	5766	6256
Apprch %	10.6	49.5	39.9			16.9	81.1	2			26.6	38.2	35.2			13.7	72.7	13.5					
Total %	1.1	4.9	4		10	5	23.8	0.6		29.3	6.4	9.2	8.4		24	5	26.7	5		36.7	7.8	92.2	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	14	23	38	75	27	176	3	206	66	56	72	194	43	185	29	257	732
04:30 PM	12	33	32	77	36	185	4	225	51	83	69	203	33	212	46	291	796
04:45 PM	5	37	27	69	47	183	4	234	35	64	63	162	35	183	24	242	707
05:00 PM	6	35	28	69	36	166	3	205	58	74	71	203	39	207	39	285	762
Total Volume	37	128	125	290	146	710	14	870	210	277	275	762	150	787	138	1075	2997
% App. Total	12.8	44.1	43.1		16.8	81.6	1.6		27.6	36.4	36.1		14	73.2	12.8		
PHF	.661	.865	.822	.942	.777	.959	.875	.929	.795	.834	.955	.938	.872	.928	.750	.924	.941

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	14	23	38	75	27	176	3	206	66	56	72	194	43	185	29	257	
+15 mins.	12	33	32	77	36	185	4	225	51	83	69	203	33	212	46	291	
+30 mins.	5	37	27	69	47	183	4	234	35	64	63	162	35	183	24	242	
+45 mins.	6	35	28	69	36	166	3	205	58	74	71	203	39	207	39	285	
Total Volume	37	128	125	290	146	710	14	870	210	277	275	762	150	787	138	1075	
% App. Total	12.8	44.1	43.1		16.8	81.6	1.6		27.6	36.4	36.1		14	73.2	12.8		
PHF	.661	.865	.822	.942	.777	.959	.875	.929	.795	.834	.955	.938	.872	.928	.750	.924	

County of Riverside
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 Start Date : 4/16/2024
 Page No : 1

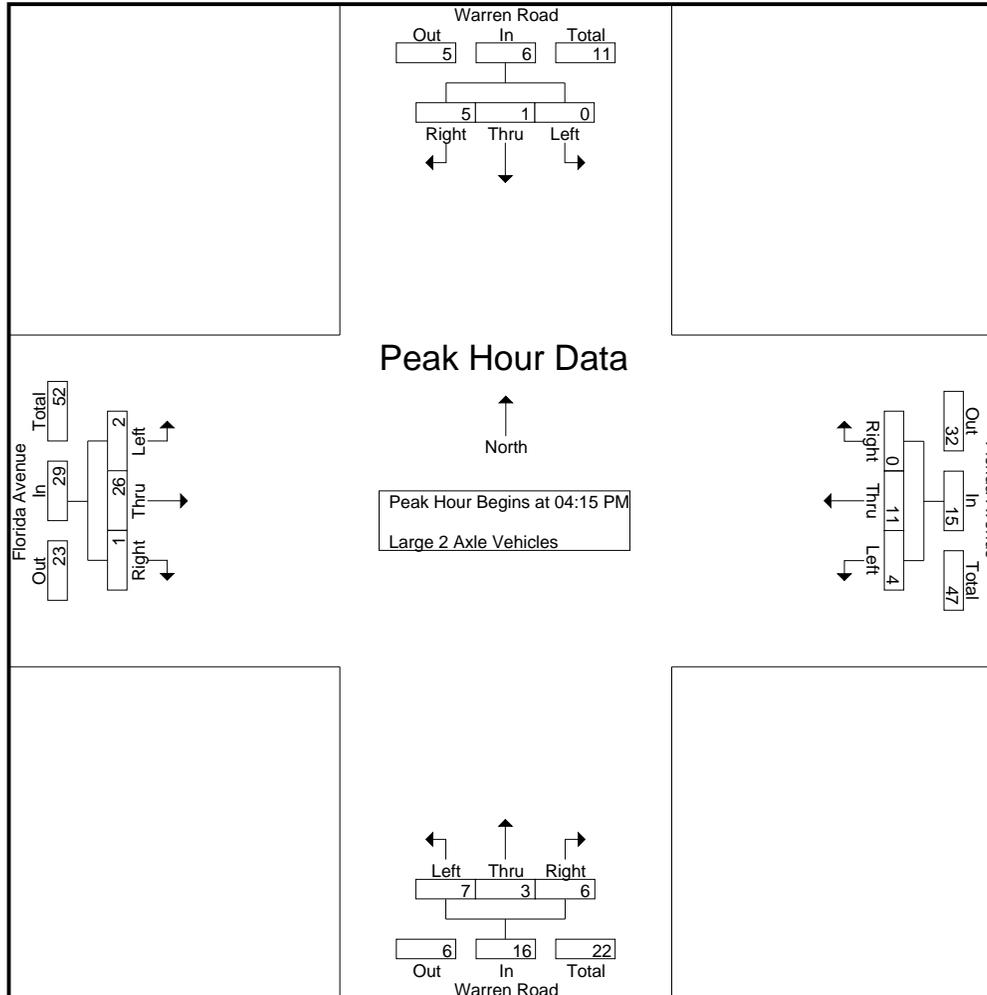
Groups Printed- Large 2 Axle Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	1	0	2	1	6	0	0	7	0	0	1	1	1	1	10	1	0	12	1	22	23
04:15 PM	0	0	1	1	1	3	2	0	0	5	0	1	0	0	1	0	8	0	0	8	1	15	16
04:30 PM	0	0	2	2	2	0	4	0	0	4	3	1	4	0	8	0	8	0	0	8	2	22	24
04:45 PM	0	1	2	2	3	0	2	0	0	2	0	1	1	1	2	1	5	1	0	7	3	14	17
Total	0	2	6	5	8	4	14	0	0	18	3	3	6	2	12	2	31	2	0	35	7	73	80
05:00 PM	0	0	0	0	0	1	3	0	0	4	4	0	1	1	5	1	5	0	0	6	1	15	16
05:15 PM	0	2	1	1	3	0	4	0	0	4	1	0	0	0	1	0	3	1	1	4	2	12	14
05:30 PM	0	0	1	0	1	0	5	0	0	5	2	0	0	0	2	2	6	2	0	10	0	18	18
05:45 PM	0	0	1	0	1	0	2	0	0	2	3	1	0	0	4	0	1	0	0	1	0	8	8
Total	0	2	3	1	5	1	14	0	0	15	10	1	1	1	12	3	15	3	1	21	3	53	56
Grand Total	0	4	9	6	13	5	28	0	0	33	13	4	7	3	24	5	46	5	1	56	10	126	136
Apprch %	0	30.8	69.2			15.2	84.8	0			54.2	16.7	29.2			8.9	82.1	8.9					
Total %	0	3.2	7.1		10.3	4	22.2	0		26.2	10.3	3.2	5.6		19	4	36.5	4		44.4	7.4	92.6	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	1	1	3	2	0	5	0	1	0	1	0	8	0	8	15
04:30 PM	0	0	2	2	0	4	0	4	3	1	4	8	0	8	0	8	22
04:45 PM	0	1	2	3	0	2	0	2	0	1	1	2	1	5	1	7	14
05:00 PM	0	0	0	0	1	3	0	4	4	0	1	5	1	5	0	6	15
Total Volume	0	1	5	6	4	11	0	15	7	3	6	16	2	26	1	29	66
% App. Total	0	16.7	83.3		26.7	73.3	0		43.8	18.8	37.5		6.9	89.7	3.4		
PHF	.000	.250	.625	.500	.333	.688	.000	.750	.438	.750	.375	.500	.500	.813	.250	.906	.750

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
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 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	1	1	3	2	0	5	0	1	0	1	0	8	0	8	
+15 mins.	0	0	2	2	0	4	0	4	3	1	4	8	0	8	0	8	
+30 mins.	0	1	2	3	0	2	0	2	0	1	1	2	1	5	1	7	
+45 mins.	0	0	0	0	1	3	0	4	4	0	1	5	1	5	0	6	
Total Volume	0	1	5	6	4	11	0	15	7	3	6	16	2	26	1	29	
% App. Total	0	16.7	83.3		26.7	73.3	0		43.8	18.8	37.5		6.9	89.7	3.4		
PHF	.000	.250	.625	.500	.333	.688	.000	.750	.438	.750	.375	.500	.500	.813	.250	.906	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

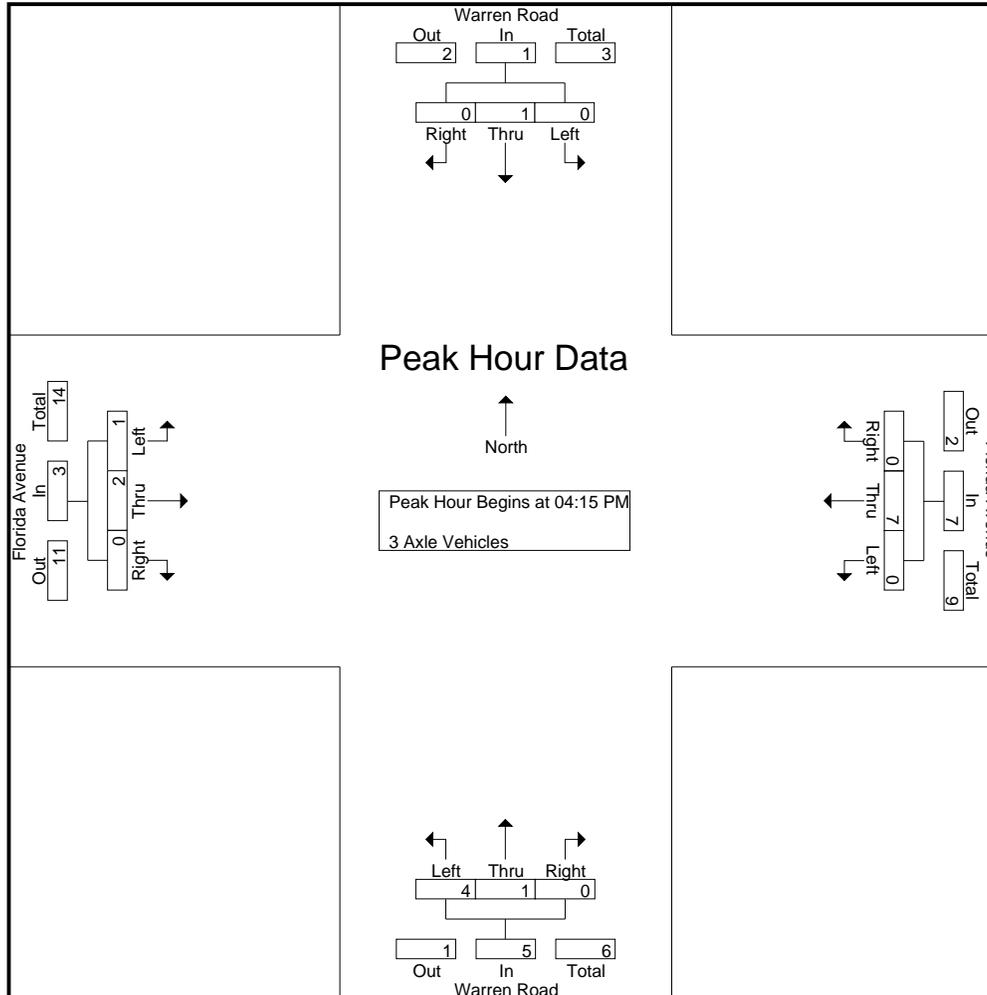
Groups Printed- 3 Axle Vehicles

Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	0	5	5
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	4	4
04:30 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	3
Total	0	1	0	0	1	0	4	0	0	4	4	1	0	0	5	1	4	1	0	6	0	16	16
05:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	10	0	0	10	1	1	0	0	2	0	0	0	0	0	0	12	12
Grand Total	0	1	0	0	1	0	14	0	0	14	5	2	0	0	7	1	4	1	0	6	0	28	28
Apprch %	0	100	0			0	100	0			71.4	28.6	0			16.7	66.7	16.7					
Total %	0	3.6	0		3.6	0	50	0		50	17.9	7.1	0		25	3.6	14.3	3.6		21.4	0	100	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
04:30 PM	0	1	0	1	0	2	0	2	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
05:00 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	0	0	0	5
Total Volume	0	1	0	1	0	7	0	7	4	1	0	5	1	2	0	3	16
% App. Total	0	100	0		0	100	0		80	20	0		33.3	66.7	0		
PHF	.000	.250	.000	.250	.000	.438	.000	.438	1.00	.250	.000	.625	.250	.500	.000	.375	.800

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
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County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

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 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	
+15 mins.	0	1	0	1	0	2	0	2	1	0	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	
+45 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	0	0	0	
Total Volume	0	1	0	1	0	7	0	7	4	1	0	5	1	2	0	3	
% App. Total	0	100	0		0	100	0		80	20	0		33.3	66.7	0		
PHF	.000	.250	.000	.250	.000	.438	.000	.438	1.000	.250	.000	.625	.250	.500	.000	.375	

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 1

Groups Printed- 4+ Axle Trucks

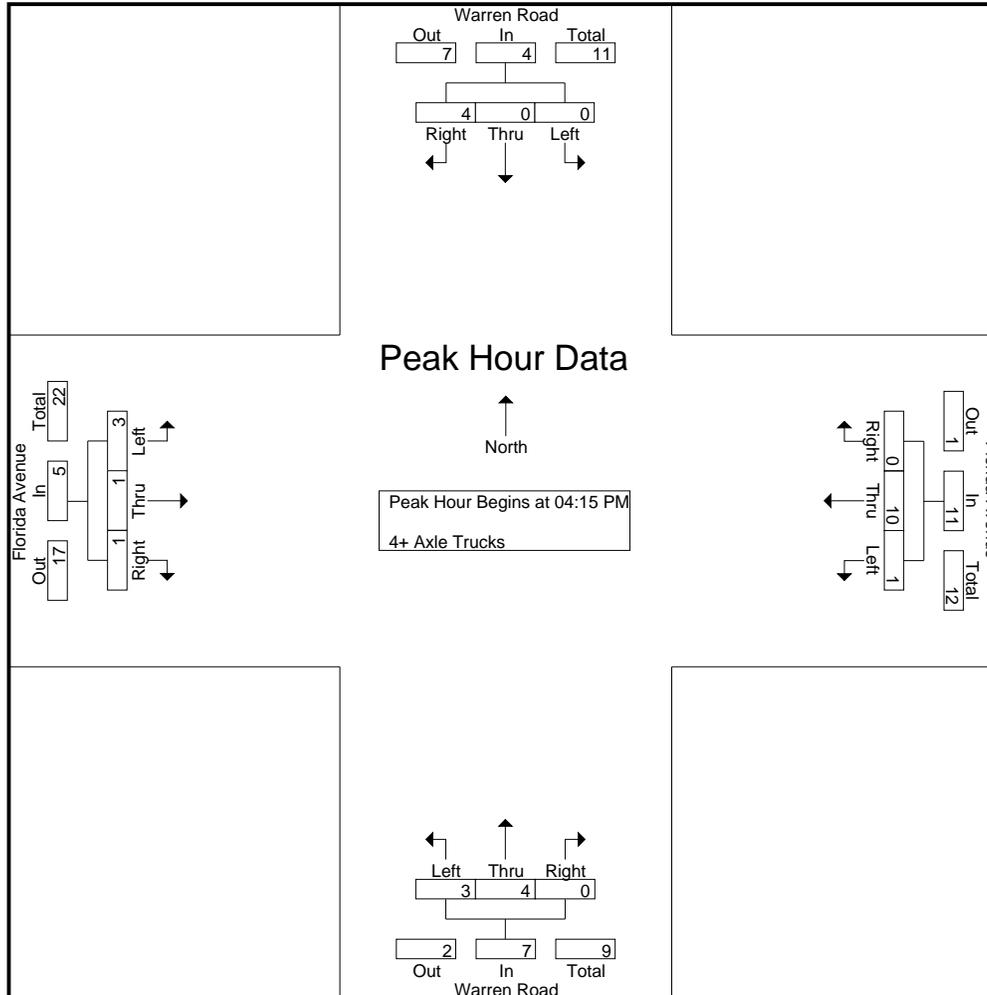
Start Time	Warren Road Southbound					Florida Avenue Westbound					Warren Road Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	6	6
04:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	6	6
04:30 PM	0	0	1	0	1	1	3	0	0	4	3	1	0	0	4	1	0	0	0	1	0	10	10
04:45 PM	0	0	2	2	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	4	6
Total	0	1	5	2	6	1	7	0	0	8	4	2	0	0	6	5	0	1	0	6	2	26	28
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	7	7
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	0	5	5
05:30 PM	0	0	2	2	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	2	2	2	0	7	0	0	7	0	3	0	0	3	2	3	0	0	5	2	17	19
Grand Total	0	1	7	4	8	1	14	0	0	15	4	5	0	0	9	7	3	1	0	11	4	43	47
Apprch %	0	12.5	87.5			6.7	93.3	0			44.4	55.6	0			63.6	27.3	9.1					
Total %	0	2.3	16.3		18.6	2.3	32.6	0		34.9	9.3	11.6	0		20.9	16.3	7	2.3		25.6	8.5	91.5	

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	2	0	0	2	6
04:30 PM	0	0	1	1	1	3	0	4	3	1	0	4	1	0	0	1	10
04:45 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	1	1	4
05:00 PM	0	0	0	0	0	3	0	3	0	3	0	3	0	1	0	1	7
Total Volume	0	0	4	4	1	10	0	11	3	4	0	7	3	1	1	5	27
% App. Total	0	0	100		9.1	90.9	0		42.9	57.1	0		60	20	20		
PHF	.000	.000	.500	.500	.250	.833	.000	.688	.250	.333	.000	.438	.375	.250	.250	.625	.675

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

County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 2



County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 20_CRV_War_Flo PM
 Site Code : 05124323
 Start Date : 4/16/2024
 Page No : 3

Start Time	Warren Road Southbound				Florida Avenue Westbound				Warren Road Northbound				Florida 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	1	1	0	3	0	3	0	0	0	0	2	0	0	2	
+15 mins.	0	0	1	1	1	3	0	4	3	1	0	4	1	0	0	1	
+30 mins.	0	0	2	2	0	1	0	1	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	3	0	3	0	3	0	3	0	1	0	1	
Total Volume	0	0	4	4	1	10	0	11	3	4	0	7	3	1	1	5	
% App. Total	0	0	100		9.1	90.9	0		42.9	57.1	0		60	20	20		
PHF	.000	.000	.500	.500	.250	.833	.000	.688	.250	.333	.000	.438	.375	.250	.250	.625	

Location: County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue



Date: 4/16/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Warren Road	East Leg Florida Avenue	South Leg Warren Road	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Florida Avenue	South Leg Warren Road	West Leg Florida 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	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

Location: County of Riverside
 N/S: Warren Road
 E/W: Florida Avenue



Date: 4/16/2024
 Day: Tuesday

BICYCLES

	Southbound Warren Road			Westbound Florida Avenue			Northbound Warren Road			Eastbound Florida 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 Warren Road			Westbound Florida Avenue			Northbound Warren Road			Eastbound Florida 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

City of Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road
 Weather: Clear

File Name : 04_HEM_Old W_Rose AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

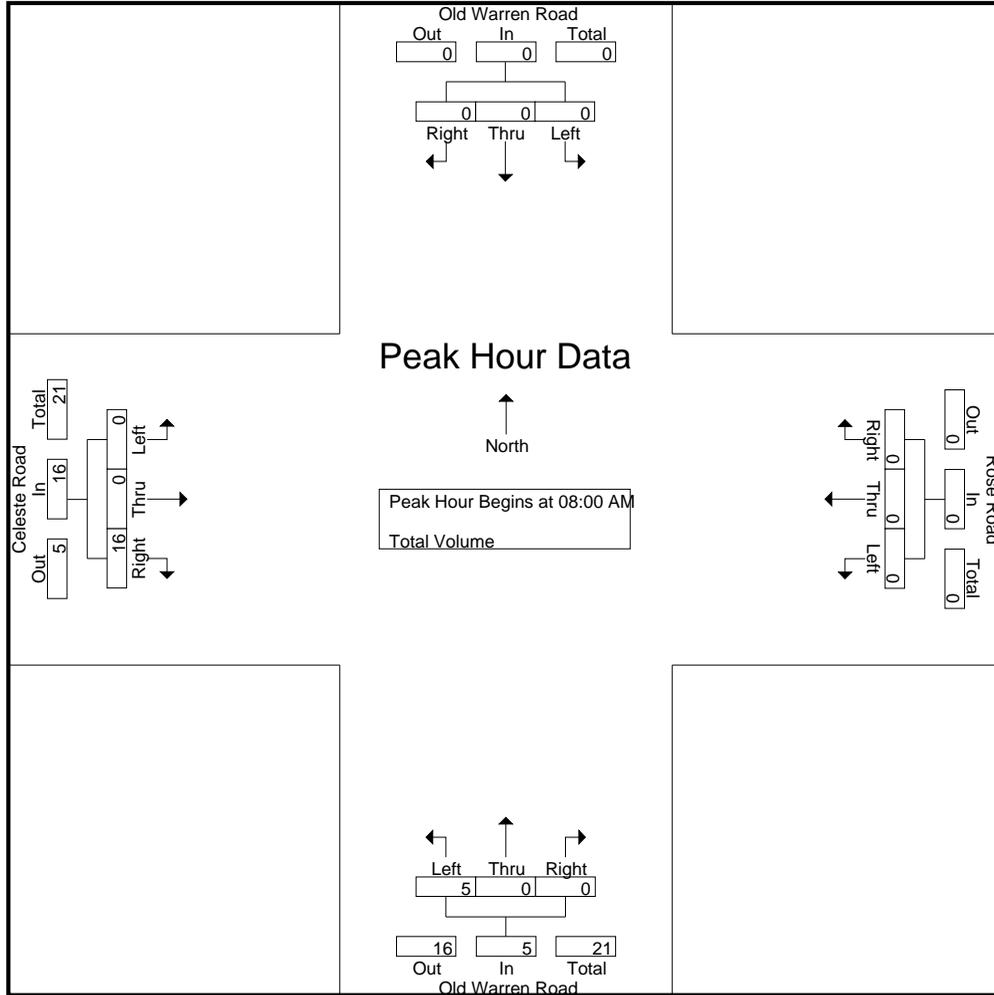
Groups Printed- Total Volume

Start Time	Old Warren Road Southbound				Rose Road Westbound				Old Warren Road Northbound				Celeste Road 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	2	0	0	2	0	0	3	3	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	10	10	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	5	5	8
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	16	16	21
Grand Total	0	0	0	0	0	0	0	0	10	0	0	10	0	0	26	26	36
Apprch %	0	0	0		0	0	0		100	0	0		0	0	100		
Total %	0	0	0		0	0	0		27.8	0	0	27.8	0	0	72.2	72.2	

Start Time	Old Warren Road Southbound				Rose Road Westbound				Old Warren Road Northbound				Celeste Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	5	5	8
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
Total Volume	0	0	0	0	0	0	0	0	5	0	0	5	0	0	16	16	21
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.800	.800	.656

City of Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road
 Weather: Clear

File Name : 04_HEM_Old W_Rose AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	07:00 AM				07:30 AM				08:00 AM							
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5	5
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	6	0	0	6	0	0	16	16
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.800	.800

City of Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road
 Weather: Clear

File Name : 04_HEM_Old W_Rose PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

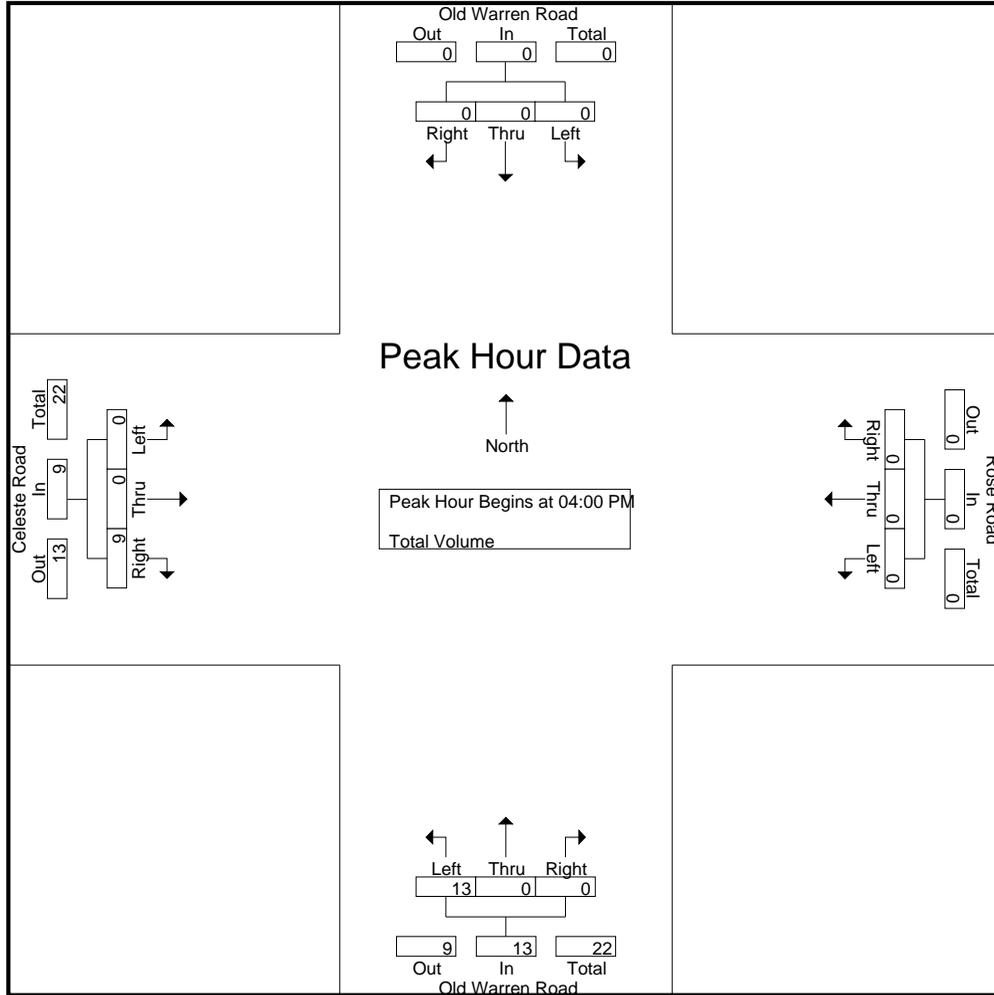
Groups Printed- Total Volume

Start Time	Old Warren Road Southbound				Rose Road Westbound				Old Warren Road Northbound				Celeste Road 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	2	0	0	2	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	2	2	9
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4	6
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total	0	0	0	0	0	0	0	0	13	0	0	13	0	0	9	9	22
05:00 PM	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	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3	5
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	7	7	11
Grand Total	0	0	0	0	0	0	0	0	17	0	0	17	0	0	16	16	33
Apprch %	0	0	0		0	0	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	51.5	0	0	51.5	0	0	48.5	48.5	

Start Time	Old Warren Road Southbound				Rose Road Westbound				Old Warren Road Northbound				Celeste Road 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	2	0	0	2	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	2	2	9
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4	6
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total Volume	0	0	0	0	0	0	0	0	13	0	0	13	0	0	9	9	22
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.464	.000	.000	.464	.000	.000	.563	.563	.611

City of Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road
 Weather: Clear

File Name : 04_HEM_Old W_Rose PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	7	0	0	7	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	13	0	0	13	0	0	9	9
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.464	.000	.000	.464	.000	.000	.563	.563

Location: Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Old Warren Road	East Leg Celeste Road/Rose Road	South Leg Old Warren Road	West Leg Celeste Road/Rose Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Old Warren Road	East Leg Celeste Road/Rose Road	South Leg Old Warren Road	West Leg Celeste Road/Rose Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Hemet
 N/S: Old Warren Road
 E/W: Celeste Road/Rose Road



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Old Warren Road			Westbound Celeste Road/Rose Road			Northbound Old Warren Road			Eastbound Celeste Road/Rose Road			
	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 Old Warren Road			Westbound Celeste Road/Rose Road			Northbound Old Warren Road			Eastbound Celeste Road/Rose Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 05_HEM_Old W_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

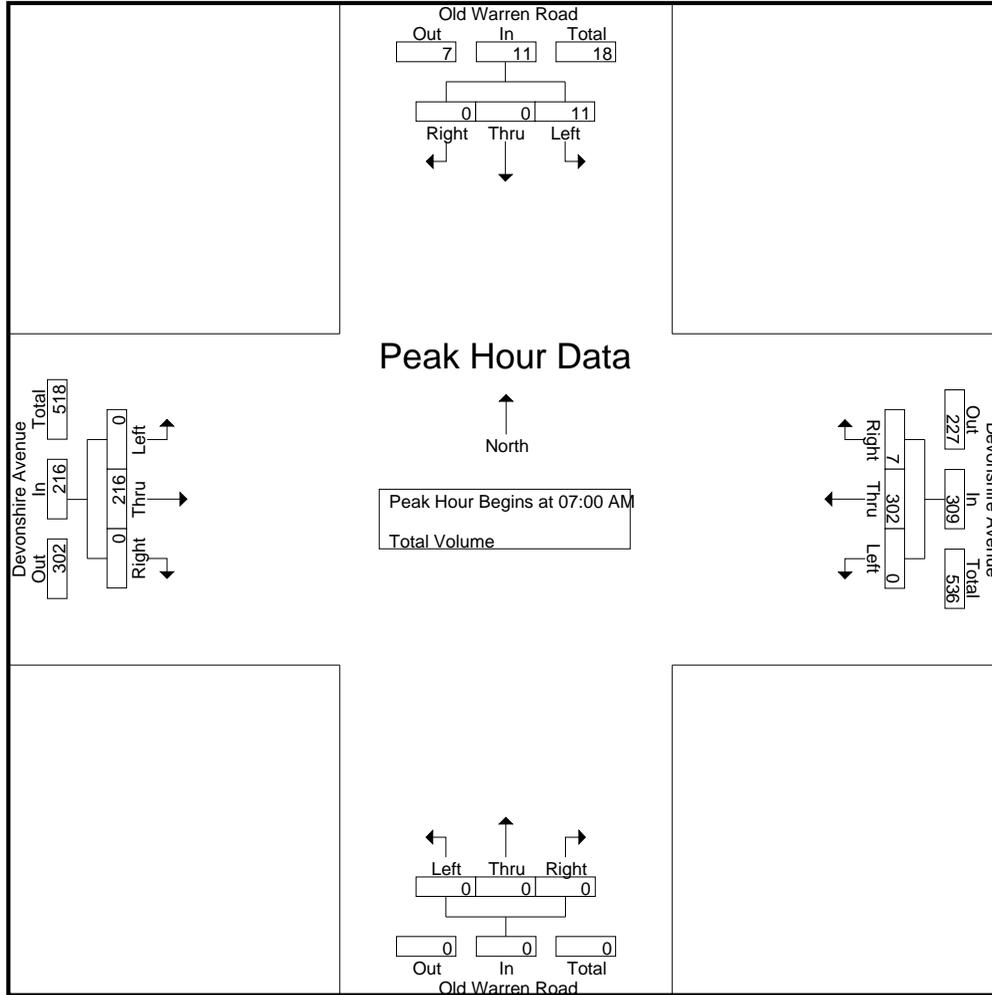
Groups Printed- Total Volume

Start Time	Old Warren Road Southbound				Devonshire Avenue Westbound				Old Warren Road Northbound				Devonshire 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	3	0	0	3	0	67	2	69	0	0	0	0	0	53	0	53	125
07:15 AM	5	0	0	5	0	80	2	82	0	0	0	0	0	65	0	65	152
07:30 AM	2	0	0	2	0	88	2	90	0	0	0	0	0	46	0	46	138
07:45 AM	1	0	0	1	0	67	1	68	0	0	0	0	0	52	0	52	121
Total	11	0	0	11	0	302	7	309	0	0	0	0	0	216	0	216	536
08:00 AM	2	0	4	6	0	60	1	61	0	0	0	0	0	35	0	35	102
08:15 AM	3	0	2	5	0	57	3	60	0	0	0	0	0	54	0	54	119
08:30 AM	3	0	0	3	0	71	1	72	0	0	0	0	0	46	0	46	121
08:45 AM	3	0	1	4	0	73	2	75	0	0	0	0	0	49	0	49	128
Total	11	0	7	18	0	261	7	268	0	0	0	0	0	184	0	184	470
Grand Total	22	0	7	29	0	563	14	577	0	0	0	0	0	400	0	400	1006
Apprch %	75.9	0	24.1		0	97.6	2.4		0	0	0		0	100	0		
Total %	2.2	0	0.7	2.9	0	56	1.4	57.4	0	0	0	0	0	39.8	0	39.8	

Start Time	Old Warren Road Southbound				Devonshire Avenue Westbound				Old Warren Road Northbound				Devonshire 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 07:00 AM																	
07:00 AM	3	0	0	3	0	67	2	69	0	0	0	0	0	53	0	53	125
07:15 AM	5	0	0	5	0	80	2	82	0	0	0	0	0	65	0	65	152
07:30 AM	2	0	0	2	0	88	2	90	0	0	0	0	0	46	0	46	138
07:45 AM	1	0	0	1	0	67	1	68	0	0	0	0	0	52	0	52	121
Total Volume	11	0	0	11	0	302	7	309	0	0	0	0	0	216	0	216	536
% App. Total	100	0	0		0	97.7	2.3		0	0	0		0	100	0		
PHF	.550	.000	.000	.550	.000	.858	.875	.858	.000	.000	.000	.000	.000	.831	.000	.831	.882

City of Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 05_HEM_Old W_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	4	6	0	67	2	69	0	0	0	0	0	53	0	53
+15 mins.	3	0	2	5	0	80	2	82	0	0	0	0	0	65	0	65
+30 mins.	3	0	0	3	0	88	2	90	0	0	0	0	0	46	0	46
+45 mins.	3	0	1	4	0	67	1	68	0	0	0	0	0	52	0	52
Total Volume	11	0	7	18	0	302	7	309	0	0	0	0	0	216	0	216
% App. Total	61.1	0	38.9		0	97.7	2.3		0	0	0	0	0	100	0	
PHF	.917	.000	.438	.750	.000	.858	.875	.858	.000	.000	.000	.000	.000	.831	.000	.831

City of Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 05_HEM_Old W_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

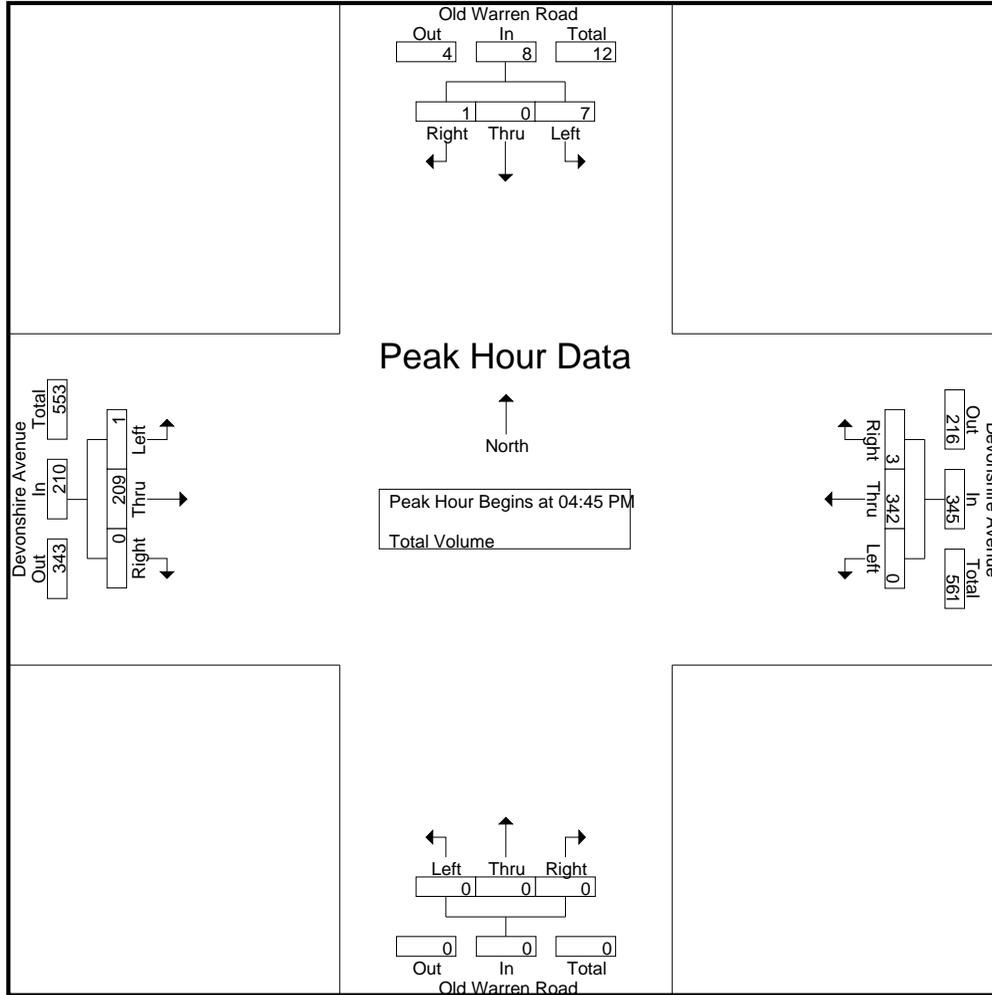
Groups Printed- Total Volume

Start Time	Old Warren Road Southbound				Devonshire Avenue Westbound				Old Warren Road Northbound				Devonshire 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	0	0	1	0	105	1	106	0	0	0	0	0	56	0	56	163
04:15 PM	1	0	0	1	0	94	6	100	0	0	0	0	0	49	0	49	150
04:30 PM	4	0	0	4	0	62	2	64	0	0	0	0	0	48	0	48	116
04:45 PM	3	0	0	3	0	70	2	72	0	0	0	0	0	54	0	54	129
Total	9	0	0	9	0	331	11	342	0	0	0	0	0	207	0	207	558
05:00 PM	1	0	0	1	0	100	0	100	0	0	0	0	0	40	0	40	141
05:15 PM	0	0	1	1	0	89	0	89	0	0	0	0	0	56	0	56	146
05:30 PM	3	0	0	3	0	83	1	84	0	0	0	0	1	59	0	60	147
05:45 PM	1	0	2	3	0	52	2	54	0	0	0	0	0	49	0	49	106
Total	5	0	3	8	0	324	3	327	0	0	0	0	1	204	0	205	540
Grand Total	14	0	3	17	0	655	14	669	0	0	0	0	1	411	0	412	1098
Apprch %	82.4	0	17.6		0	97.9	2.1		0	0	0		0.2	99.8	0		
Total %	1.3	0	0.3	1.5	0	59.7	1.3	60.9	0	0	0	0	0.1	37.4	0	37.5	

Start Time	Old Warren Road Southbound				Devonshire Avenue Westbound				Old Warren Road Northbound				Devonshire Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	3	0	0	3	0	70	2	72	0	0	0	0	0	54	0	54	129
05:00 PM	1	0	0	1	0	100	0	100	0	0	0	0	0	40	0	40	141
05:15 PM	0	0	1	1	0	89	0	89	0	0	0	0	0	56	0	56	146
05:30 PM	3	0	0	3	0	83	1	84	0	0	0	0	1	59	0	60	147
Total Volume	7	0	1	8	0	342	3	345	0	0	0	0	1	209	0	210	563
% App. Total	87.5	0	12.5		0	99.1	0.9		0	0	0		0.5	99.5	0		
PHF	.583	.000	.250	.667	.000	.855	.375	.863	.000	.000	.000	.000	.250	.886	.000	.875	.957

City of Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 05_HEM_Old W_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	04:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	1	0	0	1	0	70	2	72	0	0	0	0	0	54	0	54
+15 mins.	1	0	0	1	0	100	0	100	0	0	0	0	0	40	0	40
+30 mins.	4	0	0	4	0	89	0	89	0	0	0	0	0	56	0	56
+45 mins.	3	0	0	3	0	83	1	84	0	0	0	0	1	59	0	60
Total Volume	9	0	0	9	0	342	3	345	0	0	0	0	1	209	0	210
% App. Total	100	0	0		0	99.1	0.9		0	0	0		0.5	99.5	0	
PHF	.563	.000	.000	.563	.000	.855	.375	.863	.000	.000	.000	.000	.250	.886	.000	.875

Location: Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Old Warren Road	East Leg Devonshire Avenue	South Leg Old Warren Road	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Old Warren Road	East Leg Devonshire Avenue	South Leg Old Warren Road	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Hemet
 N/S: Old Warren Road
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Old Warren Road			Westbound Devonshire Avenue			Northbound Old Warren Road			Eastbound Devonshire 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 Old Warren Road			Westbound Devonshire Avenue			Northbound Old Warren Road			Eastbound Devonshire 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

City of Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 06_HEM_Myers_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

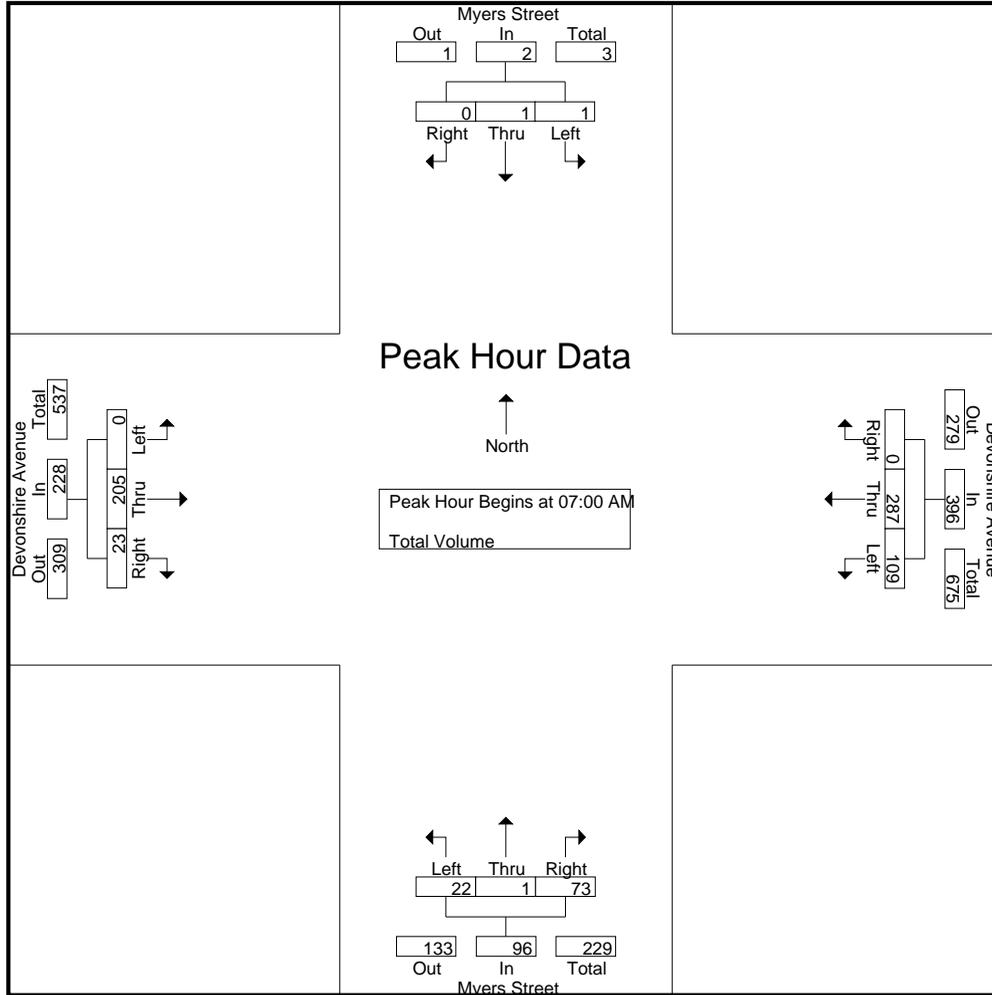
Groups Printed- Total Volume

Start Time	Myers Street Southbound				Devonshire Avenue Westbound				Myers Street Northbound				Devonshire 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	1	0	0	1	17	69	0	86	4	0	20	24	0	47	7	54	165
07:15 AM	0	0	0	0	29	77	0	106	6	0	18	24	0	65	7	72	202
07:30 AM	0	1	0	1	35	74	0	109	10	0	19	29	0	45	4	49	188
07:45 AM	0	0	0	0	28	67	0	95	2	1	16	19	0	48	5	53	167
Total	1	1	0	2	109	287	0	396	22	1	73	96	0	205	23	228	722
08:00 AM	0	1	1	2	23	58	0	81	3	0	23	26	0	36	2	38	147
08:15 AM	0	1	0	1	22	56	0	78	7	0	21	28	0	47	8	55	162
08:30 AM	0	0	0	0	30	65	0	95	5	1	18	24	0	46	3	49	168
08:45 AM	0	0	0	0	33	66	0	99	10	0	20	30	0	47	6	53	182
Total	0	2	1	3	108	245	0	353	25	1	82	108	0	176	19	195	659
Grand Total	1	3	1	5	217	532	0	749	47	2	155	204	0	381	42	423	1381
Apprch %	20	60	20		29	71	0		23	1	76		0	90.1	9.9		
Total %	0.1	0.2	0.1	0.4	15.7	38.5	0	54.2	3.4	0.1	11.2	14.8	0	27.6	3	30.6	

Start Time	Myers Street Southbound				Devonshire Avenue Westbound				Myers Street Northbound				Devonshire 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 07:00 AM																	
07:00 AM	1	0	0	1	17	69	0	86	4	0	20	24	0	47	7	54	165
07:15 AM	0	0	0	0	29	77	0	106	6	0	18	24	0	65	7	72	202
07:30 AM	0	1	0	1	35	74	0	109	10	0	19	29	0	45	4	49	188
07:45 AM	0	0	0	0	28	67	0	95	2	1	16	19	0	48	5	53	167
Total Volume	1	1	0	2	109	287	0	396	22	1	73	96	0	205	23	228	722
% App. Total	50	50	0		27.5	72.5	0		22.9	1	76		0	89.9	10.1		
PHF	.250	.250	.000	.500	.779	.932	.000	.908	.550	.250	.913	.828	.000	.788	.821	.792	.894

City of Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 06_HEM_Myers_Dev AM
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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:

	07:30 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	1	0	1	17	69	0	86	3	0	23	26	0	47	7	54
+15 mins.	0	0	0	0	29	77	0	106	7	0	21	28	0	65	7	72
+30 mins.	0	1	1	2	35	74	0	109	5	1	18	24	0	45	4	49
+45 mins.	0	1	0	1	28	67	0	95	10	0	20	30	0	48	5	53
Total Volume	0	3	1	4	109	287	0	396	25	1	82	108	0	205	23	228
% App. Total	0	75	25		27.5	72.5	0		23.1	0.9	75.9		0	89.9	10.1	
PHF	.000	.750	.250	.500	.779	.932	.000	.908	.625	.250	.891	.900	.000	.788	.821	.792

City of Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue
 Weather: Clear

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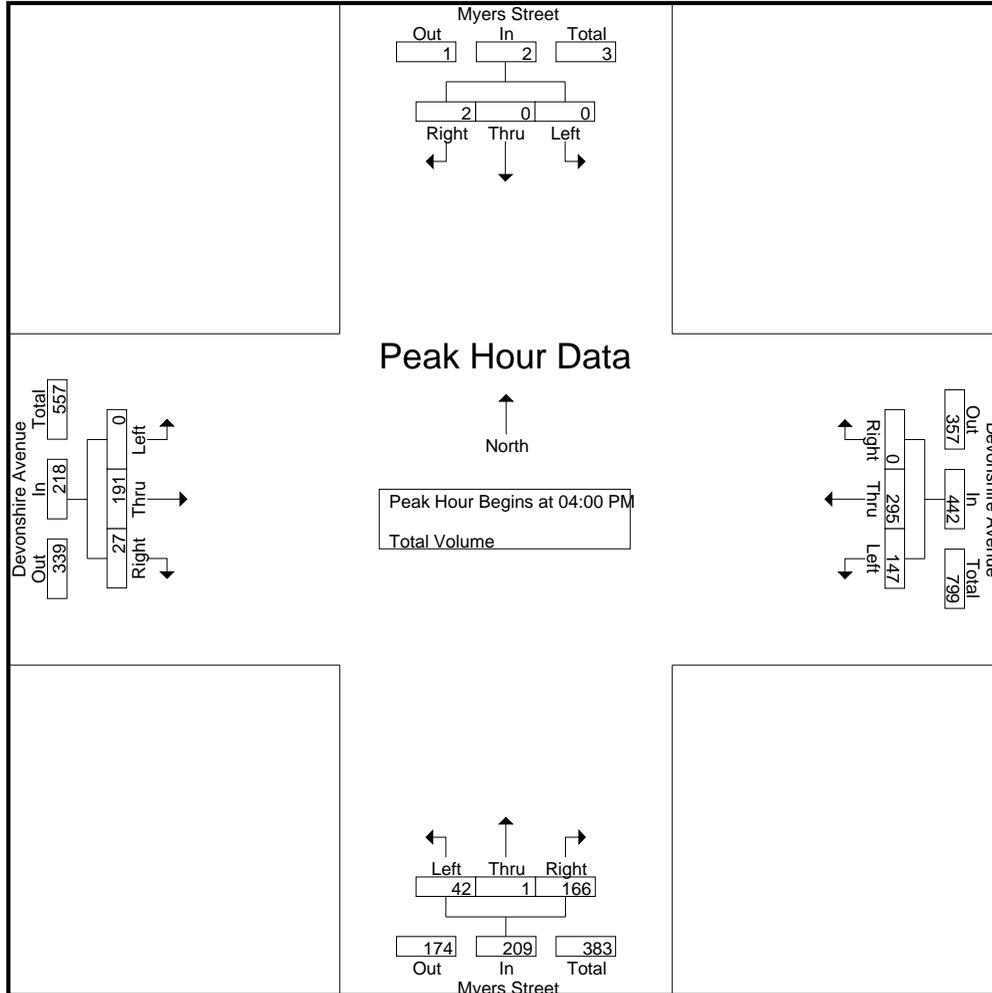
Groups Printed- Total Volume

Start Time	Myers Street Southbound				Devonshire Avenue Westbound				Myers Street Northbound				Devonshire 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	2	2	44	84	0	128	16	0	44	60	0	48	11	59	249
04:15 PM	0	0	0	0	35	90	0	125	10	0	38	48	0	49	3	52	225
04:30 PM	0	0	0	0	31	57	0	88	9	1	34	44	0	42	6	48	180
04:45 PM	0	0	0	0	37	64	0	101	7	0	50	57	0	52	7	59	217
Total	0	0	2	2	147	295	0	442	42	1	166	209	0	191	27	218	871
05:00 PM	0	0	0	0	30	96	0	126	7	0	41	48	0	35	5	40	214
05:15 PM	0	0	0	0	37	80	0	117	8	0	33	41	0	52	5	57	215
05:30 PM	0	0	0	0	27	74	0	101	9	1	45	55	0	62	3	65	221
05:45 PM	0	0	0	0	31	52	0	83	1	1	34	36	0	43	6	49	168
Total	0	0	0	0	125	302	0	427	25	2	153	180	0	192	19	211	818
Grand Total	0	0	2	2	272	597	0	869	67	3	319	389	0	383	46	429	1689
Apprch %	0	0	100		31.3	68.7	0		17.2	0.8	82		0	89.3	10.7		
Total %	0	0	0.1	0.1	16.1	35.3	0	51.5	4	0.2	18.9	23	0	22.7	2.7	25.4	

Start Time	Myers Street Southbound				Devonshire Avenue Westbound				Myers Street Northbound				Devonshire 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	2	2	44	84	0	128	16	0	44	60	0	48	11	59	249
04:15 PM	0	0	0	0	35	90	0	125	10	0	38	48	0	49	3	52	225
04:30 PM	0	0	0	0	31	57	0	88	9	1	34	44	0	42	6	48	180
04:45 PM	0	0	0	0	37	64	0	101	7	0	50	57	0	52	7	59	217
Total Volume	0	0	2	2	147	295	0	442	42	1	166	209	0	191	27	218	871
% App. Total	0	0	100		33.3	66.7	0		20.1	0.5	79.4		0	87.6	12.4		
PHF	.000	.000	.250	.250	.835	.819	.000	.863	.656	.250	.830	.871	.000	.918	.614	.924	.874

City of Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 06_HEM_Myers_Dev PM
 Site Code : 05124452
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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				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	2	2	37	64	0	101	16	0	44	60	0	52	7	59
+15 mins.	0	0	0	0	30	96	0	126	10	0	38	48	0	35	5	40
+30 mins.	0	0	0	0	37	80	0	117	9	1	34	44	0	52	5	57
+45 mins.	0	0	0	0	27	74	0	101	7	0	50	57	0	62	3	65
Total Volume	0	0	2	2	131	314	0	445	42	1	166	209	0	201	20	221
% App. Total	0	0	100		29.4	70.6	0		20.1	0.5	79.4		0	91	9	
PHF	.000	.000	.250	.250	.885	.818	.000	.883	.656	.250	.830	.871	.000	.810	.714	.850

Location: Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Myers Street	East Leg Devonshire Avenue	South Leg Myers Street	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Myers Street	East Leg Devonshire Avenue	South Leg Myers Street	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	2	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

Location: Hemet
 N/S: Myers Street
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Myers Street			Westbound Devonshire Avenue			Northbound Myers Street			Eastbound Devonshire 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 Myers Street			Westbound Devonshire Avenue			Northbound Myers Street			Eastbound Devonshire 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	1	0	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	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	0	0	1	0	0	0	0	0	0	3

City of Hemet
 N/S: Myers Street
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 07_HEM_Myers_SR74 AM
 Site Code : 05124452
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 Page No : 1

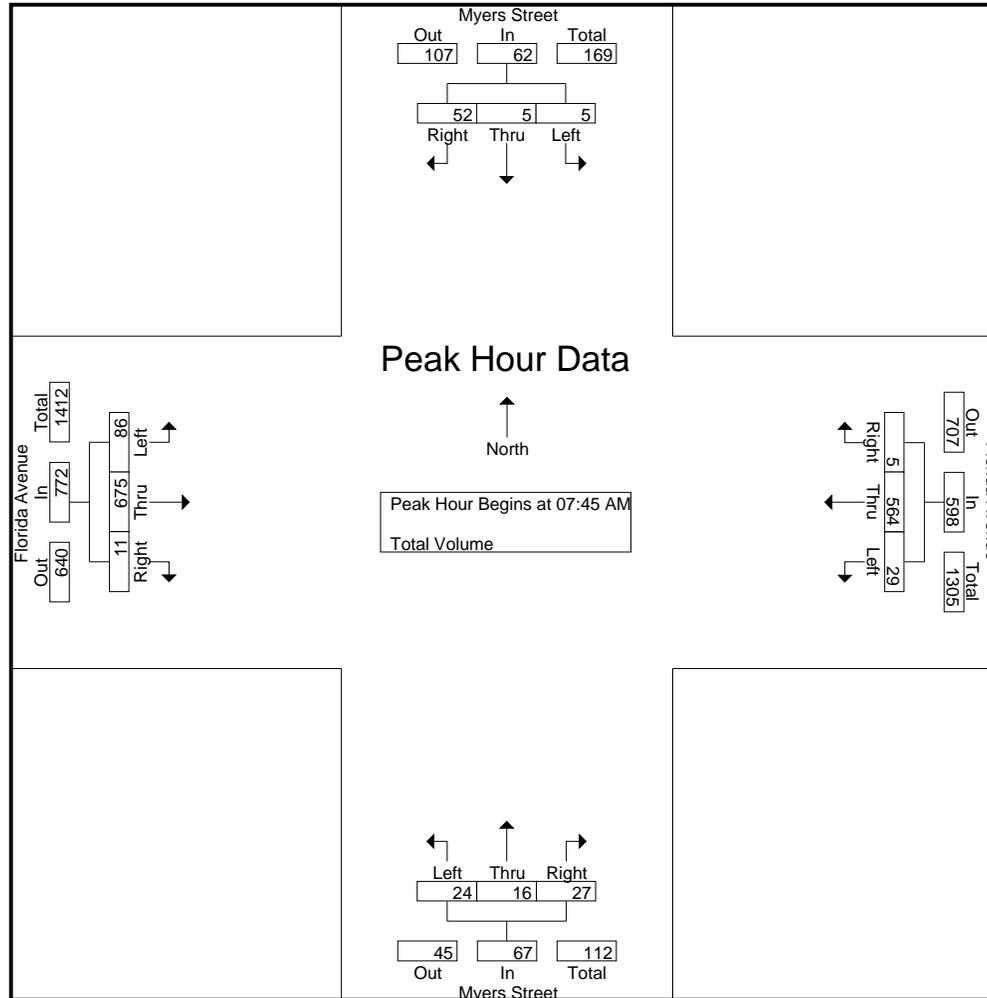
Groups Printed- Total Volume

Start Time	Myers Street Southbound					Florida Avenue Westbound					Myers Street Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	2	0	9	8	11	0	139	1	0	140	2	2	6	5	10	16	144	0	0	160	13	321	334
07:15 AM	2	0	13	7	15	1	147	3	3	151	1	2	8	6	11	19	150	0	0	169	16	346	362
07:30 AM	1	2	23	12	26	7	153	3	0	163	1	2	7	6	10	14	163	0	0	177	18	376	394
07:45 AM	2	0	23	18	25	8	147	0	0	155	4	6	7	5	17	12	164	2	0	178	23	375	398
Total	7	2	68	45	77	16	586	7	3	609	8	12	28	22	48	61	621	2	0	684	70	1418	1488
08:00 AM	1	1	8	7	10	10	141	3	1	154	5	4	6	3	15	28	155	4	2	187	13	366	379
08:15 AM	1	2	6	5	9	3	136	1	1	140	8	2	7	1	17	19	177	4	0	200	7	366	373
08:30 AM	1	2	15	12	18	8	140	1	0	149	7	4	7	5	18	27	179	1	0	207	17	392	409
08:45 AM	0	1	19	17	20	8	113	3	2	124	3	0	9	6	12	25	154	7	1	186	26	342	368
Total	3	6	48	41	57	29	530	8	4	567	23	10	29	15	62	99	665	16	3	780	63	1466	1529
Grand Total	10	8	116	86	134	45	1116	15	7	1176	31	22	57	37	110	160	1286	18	3	1464	133	2884	3017
Apprch %	7.5	6	86.6			3.8	94.9	1.3			28.2	20	51.8			10.9	87.8	1.2					
Total %	0.3	0.3	4		4.6	1.6	38.7	0.5		40.8	1.1	0.8	2		3.8	5.5	44.6	0.6		50.8	4.4	95.6	

Start Time	Myers Street Southbound				Florida Avenue Westbound				Myers Street Northbound				Florida 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 07:45 AM																	
07:45 AM	2	0	23	25	8	147	0	155	4	6	7	17	12	164	2	178	375
08:00 AM	1	1	8	10	10	141	3	154	5	4	6	15	28	155	4	187	366
08:15 AM	1	2	6	9	3	136	1	140	8	2	7	17	19	177	4	200	366
08:30 AM	1	2	15	18	8	140	1	149	7	4	7	18	27	179	1	207	392
Total Volume	5	5	52	62	29	564	5	598	24	16	27	67	86	675	11	772	1499
% App. Total	8.1	8.1	83.9		4.8	94.3	0.8		35.8	23.9	40.3		11.1	87.4	1.4		
PHF	.625	.625	.565	.620	.725	.959	.417	.965	.750	.667	.964	.931	.768	.943	.688	.932	.956

City of Hemet
 N/S: Myers Street
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 07_HEM_Myers_SR74 AM
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City of Hemet
 N/S: Myers Street
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 Site Code : 05124452
 Start Date : 5/14/2024
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Start Time	Myers Street Southbound				Florida Avenue Westbound				Myers Street Northbound				Florida 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 Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:45 AM				08:00 AM				
+0 mins.	2	0	9	11	1	147	3	151	4	6	7	17	28	155	4	187	
+15 mins.	2	0	13	15	7	153	3	163	5	4	6	15	19	177	4	200	
+30 mins.	1	2	23	26	8	147	0	155	8	2	7	17	27	179	1	207	
+45 mins.	2	0	23	25	10	141	3	154	7	4	7	18	25	154	7	186	
Total Volume	7	2	68	77	26	588	9	623	24	16	27	67	99	665	16	780	
% App. Total	9.1	2.6	88.3		4.2	94.4	1.4		35.8	23.9	40.3		12.7	85.3	2.1		
PHF	.875	.250	.739	.740	.650	.961	.750	.956	.750	.667	.964	.931	.884	.929	.571	.942	

City of Hemet
 N/S: Myers Street
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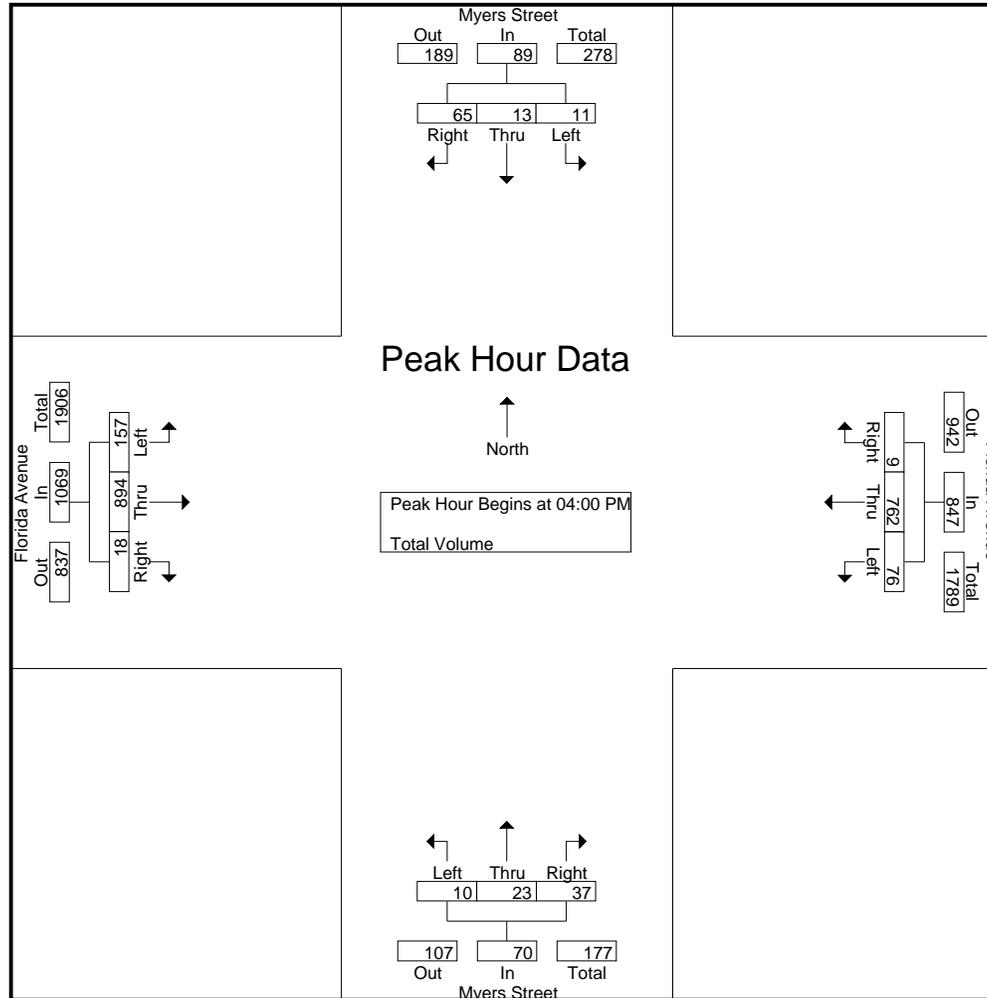
Groups Printed- Total Volume

Start Time	Myers Street Southbound					Florida Avenue Westbound					Myers Street Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	5	3	26	21	34	17	208	5	1	230	1	6	9	6	16	46	240	4	2	290	30	570	600
04:15 PM	4	6	14	12	24	19	192	1	0	212	3	5	10	1	18	47	212	5	1	264	14	518	532
04:30 PM	1	3	12	10	16	20	195	0	0	215	3	5	8	2	16	21	213	4	2	238	14	485	499
04:45 PM	1	1	13	10	15	20	167	3	1	190	3	7	10	4	20	43	229	5	0	277	15	502	517
Total	11	13	65	53	89	76	762	9	2	847	10	23	37	13	70	157	894	18	5	1069	73	2075	2148
05:00 PM	0	2	10	8	12	13	189	3	3	205	1	2	9	6	12	37	200	4	1	241	18	470	488
05:15 PM	4	6	12	8	22	13	177	0	0	190	5	4	3	1	12	42	215	3	1	260	10	484	494
05:30 PM	4	3	8	6	15	15	185	2	1	202	3	2	9	4	14	42	198	4	0	244	11	475	486
05:45 PM	1	2	14	10	17	13	161	1	0	175	2	0	13	11	15	38	191	4	0	233	21	440	461
Total	9	13	44	32	66	54	712	6	4	772	11	8	34	22	53	159	804	15	2	978	60	1869	1929
Grand Total	20	26	109	85	155	130	1474	15	6	1619	21	31	71	35	123	316	1698	33	7	2047	133	3944	4077
Apprch %	12.9	16.8	70.3			8	91	0.9			17.1	25.2	57.7			15.4	83	1.6					
Total %	0.5	0.7	2.8		3.9	3.3	37.4	0.4		41	0.5	0.8	1.8		3.1	8	43.1	0.8		51.9	3.3	96.7	

Start Time	Myers Street Southbound				Florida Avenue Westbound				Myers Street Northbound				Florida 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	5	3	26	34	17	208	5	230	1	6	9	16	46	240	4	290	570
04:15 PM	4	6	14	24	19	192	1	212	3	5	10	18	47	212	5	264	518
04:30 PM	1	3	12	16	20	195	0	215	3	5	8	16	21	213	4	238	485
04:45 PM	1	1	13	15	20	167	3	190	3	7	10	20	43	229	5	277	502
Total Volume	11	13	65	89	76	762	9	847	10	23	37	70	157	894	18	1069	2075
% App. Total	12.4	14.6	73		9	90	1.1		14.3	32.9	52.9		14.7	83.6	1.7		
PHF	.550	.542	.625	.654	.950	.916	.450	.921	.833	.821	.925	.875	.835	.931	.900	.922	.910

City of Hemet
 N/S: Myers Street
 E/W: Florida Avenue (SR-74)
 Weather: Clear

File Name : 07_HEM_Myers_SR74 PM
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Start Time	Myers Street Southbound				Florida Avenue Westbound				Myers Street Northbound				Florida 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 Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	5	3	26	34	17	208	5	230	1	6	9	16	46	240	4	290	
+15 mins.	4	6	14	24	19	192	1	212	3	5	10	18	47	212	5	264	
+30 mins.	1	3	12	16	20	195	0	215	3	5	8	16	21	213	4	238	
+45 mins.	1	1	13	15	20	167	3	190	3	7	10	20	43	229	5	277	
Total Volume	11	13	65	89	76	762	9	847	10	23	37	70	157	894	18	1069	
% App. Total	12.4	14.6	73		9	90	1.1		14.3	32.9	52.9		14.7	83.6	1.7		
PHF	.550	.542	.625	.654	.950	.916	.450	.921	.833	.821	.925	.875	.835	.931	.900	.922	

Location: Hemet
 N/S: Myers Street
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

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

	North Leg Myers Street	East Leg Florida Avenue	South Leg Myers Street	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

Location: Hemet
 N/S: Myers Street
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Myers Street			Westbound Florida Avenue			Northbound Myers Street			Eastbound Florida Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	1	0	0	1	0	0	0	3

	Southbound Myers Street			Westbound Florida Avenue			Northbound Myers Street			Eastbound Florida 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	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	1	0	4	0	6

City of Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue
 Weather: Clear

File Name : 08_HEM_Aca_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

Groups Printed- Total Volume

Start Time	Florida Avenue Westbound			W Acacia Avenue Northbound			Florida Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	151	151	0	0	0	111	31	142	293
07:15 AM	0	173	173	0	1	1	126	33	159	333
07:30 AM	0	164	164	0	0	0	131	41	172	336
07:45 AM	0	168	168	0	1	1	138	47	185	354
Total	0	656	656	0	2	2	506	152	658	1316
08:00 AM	0	139	139	0	1	1	143	46	189	329
08:15 AM	0	158	158	0	0	0	167	38	205	363
08:30 AM	0	154	154	0	3	3	154	39	193	350
08:45 AM	0	167	167	0	2	2	149	42	191	360
Total	0	618	618	0	6	6	613	165	778	1402
Grand Total	0	1274	1274	0	8	8	1119	317	1436	2718
Apprch %	0	100		0	100		77.9	22.1		
Total %	0	46.9	46.9	0	0.3	0.3	41.2	11.7	52.8	

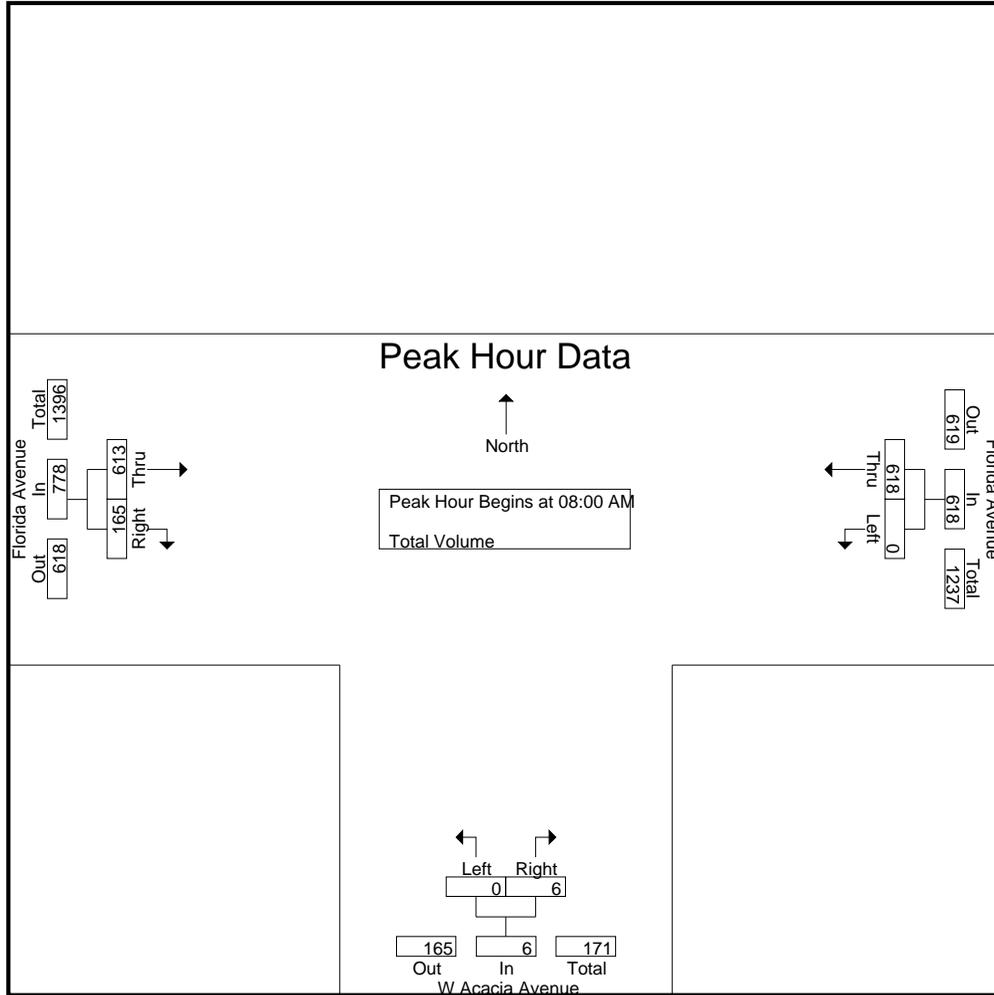
Start Time	Florida Avenue Westbound			W Acacia Avenue Northbound			Florida Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	0	139	139	0	1	1	143	46	189	329
08:15 AM	0	158	158	0	0	0	167	38	205	363
08:30 AM	0	154	154	0	3	3	154	39	193	350
08:45 AM	0	167	167	0	2	2	149	42	191	360
Total Volume	0	618	618	0	6	6	613	165	778	1402
% App. Total	0	100		0	100		78.8	21.2		
PHF	.000	.925	.925	.000	.500	.500	.918	.897	.949	.966

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

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue
 Weather: Clear

File Name : 08_HEM_Aca_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



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

	07:00 AM		08:00 AM		08:00 AM			
+0 mins.	0	151	151	0	1	1	143	189
+15 mins.	0	173	173	0	0	0	167	205
+30 mins.	0	164	164	0	3	3	154	193
+45 mins.	0	168	168	0	2	2	149	191
Total Volume	0	656	656	0	6	6	613	778
% App. Total	0	100		0	100		78.8	21.2
PHF	.000	.948	.948	.000	.500	.500	.918	.949

City of Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue
 Weather: Clear

File Name : 08_HEM_Aca_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

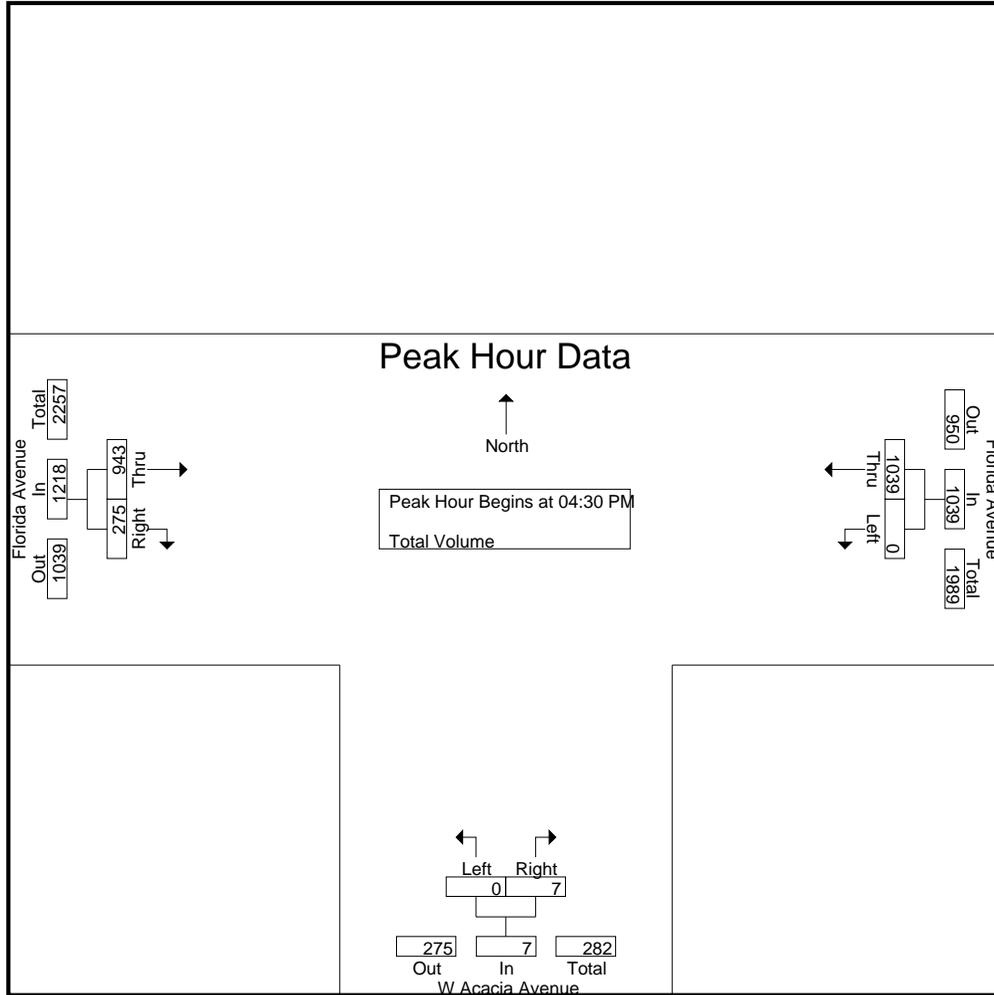
Groups Printed- Total Volume

Start Time	Florida Avenue Westbound			W Acacia Avenue Northbound			Florida Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	258	258	0	1	1	243	69	312	571
04:15 PM	0	251	251	0	3	3	219	76	295	549
04:30 PM	0	277	277	0	2	2	217	74	291	570
04:45 PM	0	253	253	0	2	2	243	73	316	571
Total	0	1039	1039	0	8	8	922	292	1214	2261
05:00 PM	0	268	268	0	1	1	229	62	291	560
05:15 PM	0	241	241	0	2	2	254	66	320	563
05:30 PM	0	249	249	0	0	0	211	61	272	521
05:45 PM	0	199	199	0	1	1	209	55	264	464
Total	0	957	957	0	4	4	903	244	1147	2108
Grand Total	0	1996	1996	0	12	12	1825	536	2361	4369
Apprch %	0	100		0	100		77.3	22.7		
Total %	0	45.7	45.7	0	0.3	0.3	41.8	12.3	54	

Start Time	Florida Avenue Westbound			W Acacia Avenue Northbound			Florida Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	277	277	0	2	2	217	74	291	570
04:45 PM	0	253	253	0	2	2	243	73	316	571
05:00 PM	0	268	268	0	1	1	229	62	291	560
05:15 PM	0	241	241	0	2	2	254	66	320	563
Total Volume	0	1039	1039	0	7	7	943	275	1218	2264
% App. Total	0	100		0	100		77.4	22.6		
PHF	.000	.938	.938	.000	.875	.875	.928	.929	.952	.991

City of Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue
 Weather: Clear

File Name : 08_HEM_Aca_SR74 PM
 Site Code : 05124452
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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			04:00 PM			04:30 PM		
+0 mins.	0	251	251	0	1	1	217	74	291
+15 mins.	0	277	277	0	3	3	243	73	316
+30 mins.	0	253	253	0	2	2	229	62	291
+45 mins.	0	268	268	0	2	2	254	66	320
Total Volume	0	1049	1049	0	8	8	943	275	1218
% App. Total	0	100		0	100		77.4	22.6	
PHF	.000	.947	.947	.000	.667	.667	.928	.929	.952

Location: Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Dead End	East Leg Florida Avenue	South Leg W Acacia Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Dead End	East Leg Florida Avenue	South Leg W Acacia Avenue	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Hemet
 N/S: W Acacia Avenue
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Dead End			Westbound Florida Avenue			Northbound W Acacia Avenue			Eastbound Florida 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 Dead End			Westbound Florida Avenue			Northbound W Acacia Avenue			Eastbound Florida 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

City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

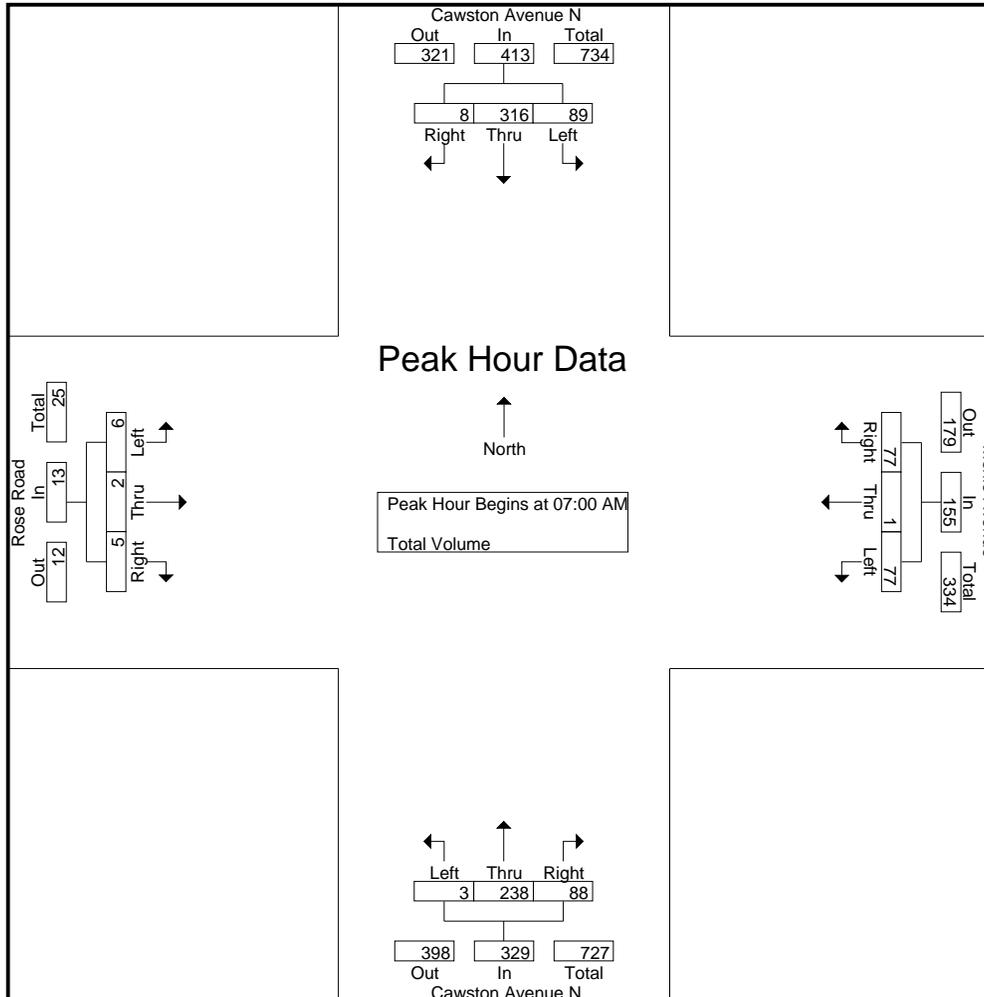
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Menlo Avenue Westbound					Cawston Avenue N Northbound					Rose Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	25	68	2	2	95	13	0	28	10	41	1	57	28	6	86	0	1	1	0	2	18	224	242
07:15 AM	22	97	6	2	125	20	1	27	7	48	1	87	20	2	108	6	1	1	1	8	12	289	301
07:30 AM	20	84	0	0	104	22	0	13	9	35	1	38	25	8	64	0	0	3	0	3	17	206	223
07:45 AM	22	67	0	0	89	22	0	9	5	31	0	56	15	2	71	0	0	0	0	0	7	191	198
Total	89	316	8	4	413	77	1	77	31	155	3	238	88	18	329	6	2	5	1	13	54	910	964
08:00 AM	13	70	2	0	85	25	1	20	8	46	0	61	5	1	66	0	0	0	0	0	9	197	206
08:15 AM	26	85	0	0	111	20	0	25	11	45	0	88	7	2	95	0	0	1	1	1	14	252	266
08:30 AM	19	93	0	0	112	18	0	8	4	26	1	75	10	1	86	0	1	0	0	1	5	225	230
08:45 AM	15	110	2	1	127	14	0	16	4	30	0	59	11	0	70	0	0	1	1	1	6	228	234
Total	73	358	4	1	435	77	1	69	27	147	1	283	33	4	317	0	1	2	2	3	34	902	936
Grand Total	162	674	12	5	848	154	2	146	58	302	4	521	121	22	646	6	3	7	3	16	88	1812	1900
Apprch %	19.1	79.5	1.4			51	0.7	48.3			0.6	80.7	18.7			37.5	18.8	43.8					
Total %	8.9	37.2	0.7		46.8	8.5	0.1	8.1		16.7	0.2	28.8	6.7		35.7	0.3	0.2	0.4		0.9	4.6	95.4	

Start Time	Cawston Avenue N Southbound				Menlo Avenue Westbound				Cawston Avenue N Northbound				Rose Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	25	68	2	95	13	0	28	41	1	57	28	86	0	1	1	2	224
07:15 AM	22	97	6	125	20	1	27	48	1	87	20	108	6	1	1	8	289
07:30 AM	20	84	0	104	22	0	13	35	1	38	25	64	0	0	3	3	206
07:45 AM	22	67	0	89	22	0	9	31	0	56	15	71	0	0	0	0	191
Total Volume	89	316	8	413	77	1	77	155	3	238	88	329	6	2	5	13	910
% App. Total	21.5	76.5	1.9		49.7	0.6	49.7		0.9	72.3	26.7		46.2	15.4	38.5		
PHF	.890	.814	.333	.826	.875	.250	.688	.807	.750	.684	.786	.762	.250	.500	.417	.406	.787

City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo AM
 Site Code : 05124452
 Start Date : 5/14/2024
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City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Menlo Avenue Westbound				Cawston Avenue N Northbound				Rose Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	13	70	2	85	20	1	27	48	1	57	28	86	0	1	1	2	
+15 mins.	26	85	0	111	22	0	13	35	1	87	20	108	6	1	1	8	
+30 mins.	19	93	0	112	22	0	9	31	1	38	25	64	0	0	3	3	
+45 mins.	15	110	2	127	25	1	20	46	0	56	15	71	0	0	0	0	
Total Volume	73	358	4	435	89	2	69	160	3	238	88	329	6	2	5	13	
% App. Total	16.8	82.3	0.9		55.6	1.2	43.1		0.9	72.3	26.7		46.2	15.4	38.5		
PHF	.702	.814	.500	.856	.890	.500	.639	.833	.750	.684	.786	.762	.250	.500	.417	.406	

City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

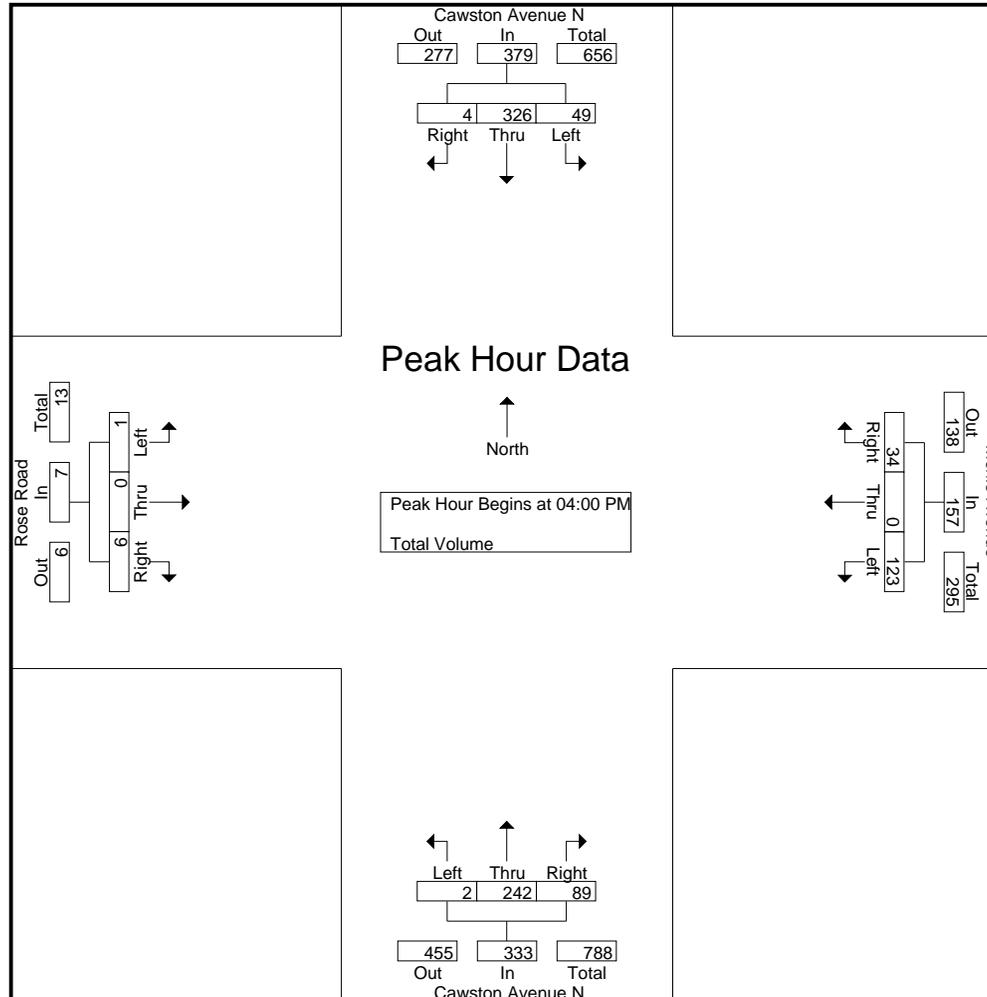
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Menlo Avenue Westbound					Cawston Avenue N Northbound					Rose Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	19	105	4	2	128	31	0	7	2	38	2	54	30	7	86	1	0	4	2	5	13	257	270
04:15 PM	10	75	0	0	85	33	0	12	5	45	0	68	20	3	88	0	0	1	1	1	9	219	228
04:30 PM	14	75	0	0	89	31	0	4	2	35	0	48	12	1	60	0	0	0	0	0	3	184	187
04:45 PM	6	71	0	0	77	28	0	11	5	39	0	72	27	4	99	0	0	1	1	1	10	216	226
Total	49	326	4	2	379	123	0	34	14	157	2	242	89	15	333	1	0	6	4	7	35	876	911
05:00 PM	5	73	0	0	78	30	0	8	4	38	0	83	14	1	97	0	0	0	0	0	5	213	218
05:15 PM	10	60	1	0	71	18	0	20	7	38	0	78	22	4	100	0	0	0	0	0	11	209	220
05:30 PM	17	80	1	1	98	18	0	7	4	25	0	68	28	4	96	0	2	0	0	2	9	221	230
05:45 PM	12	88	0	0	100	14	0	11	6	25	0	71	28	2	99	1	0	0	0	1	8	225	233
Total	44	301	2	1	347	80	0	46	21	126	0	300	92	11	392	1	2	0	0	3	33	868	901
Grand Total	93	627	6	3	726	203	0	80	35	283	2	542	181	26	725	2	2	6	4	10	68	1744	1812
Apprch %	12.8	86.4	0.8			71.7	0	28.3			0.3	74.8	25			20	20	60					
Total %	5.3	36	0.3		41.6	11.6	0	4.6		16.2	0.1	31.1	10.4		41.6	0.1	0.1	0.3		0.6	3.8	96.2	

Start Time	Cawston Avenue N Southbound				Menlo Avenue Westbound				Cawston Avenue N Northbound				Rose Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	105	4	128	31	0	7	38	2	54	30	86	1	0	4	5	257
04:15 PM	10	75	0	85	33	0	12	45	0	68	20	88	0	0	1	1	219
04:30 PM	14	75	0	89	31	0	4	35	0	48	12	60	0	0	0	0	184
04:45 PM	6	71	0	77	28	0	11	39	0	72	27	99	0	0	1	1	216
Total Volume	49	326	4	379	123	0	34	157	2	242	89	333	1	0	6	7	876
% App. Total	12.9	86	1.1		78.3	0	21.7		0.6	72.7	26.7		14.3	0	85.7		
PHF	.645	.776	.250	.740	.932	.000	.708	.872	.250	.840	.742	.841	.250	.000	.375	.350	.852

City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue
 Weather: Clear

File Name : 09_HEM_Caw_Menlo PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Menlo Avenue Westbound				Cawston Avenue N Northbound				Rose Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:45 PM				04:00 PM				
+0 mins.	19	105	4	128	31	0	7	38	0	72	27	99	1	0	4	5	
+15 mins.	10	75	0	85	33	0	12	45	0	83	14	97	0	0	1	1	
+30 mins.	14	75	0	89	31	0	4	35	0	78	22	100	0	0	0	0	
+45 mins.	6	71	0	77	28	0	11	39	0	68	28	96	0	0	1	1	
Total Volume	49	326	4	379	123	0	34	157	0	301	91	392	1	0	6	7	
% App. Total	12.9	86	1.1		78.3	0	21.7		0	76.8	23.2		14.3	0	85.7		
PHF	.645	.776	.250	.740	.932	.000	.708	.872	.000	.907	.813	.980	.250	.000	.375	.350	

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Cawston Avenue N	East Leg Menlo Avenue	South Leg Cawston Avenue N	West Leg Rose Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	12	0	0	15
7:15 AM	11	43	0	2	56
7:30 AM	4	11	12	13	40
7:45 AM	0	1	0	0	1
8:00 AM	0	0	6	5	11
8:15 AM	0	1	4	4	9
8:30 AM	3	3	8	8	22
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	21	71	30	32	154

	North Leg Cawston Avenue N	East Leg Menlo Avenue	South Leg Cawston Avenue N	West Leg Rose Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	6	10	17	15	48
4:15 PM	0	0	0	0	0
4:30 PM	0	5	0	0	5
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	1	2
5:15 PM	1	1	1	1	4
5:30 PM	2	3	0	0	5
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	9	19	19	17	64

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Rose Road/Menlo Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Cawston Avenue N			Westbound Menlo Avenue			Northbound Cawston Avenue N			Eastbound Rose Road			
	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	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	1	0	0	0	0	1	0	0	0	1	5

	Southbound Cawston Avenue N			Westbound Menlo Avenue			Northbound Cawston Avenue N			Eastbound Rose Road			
	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	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

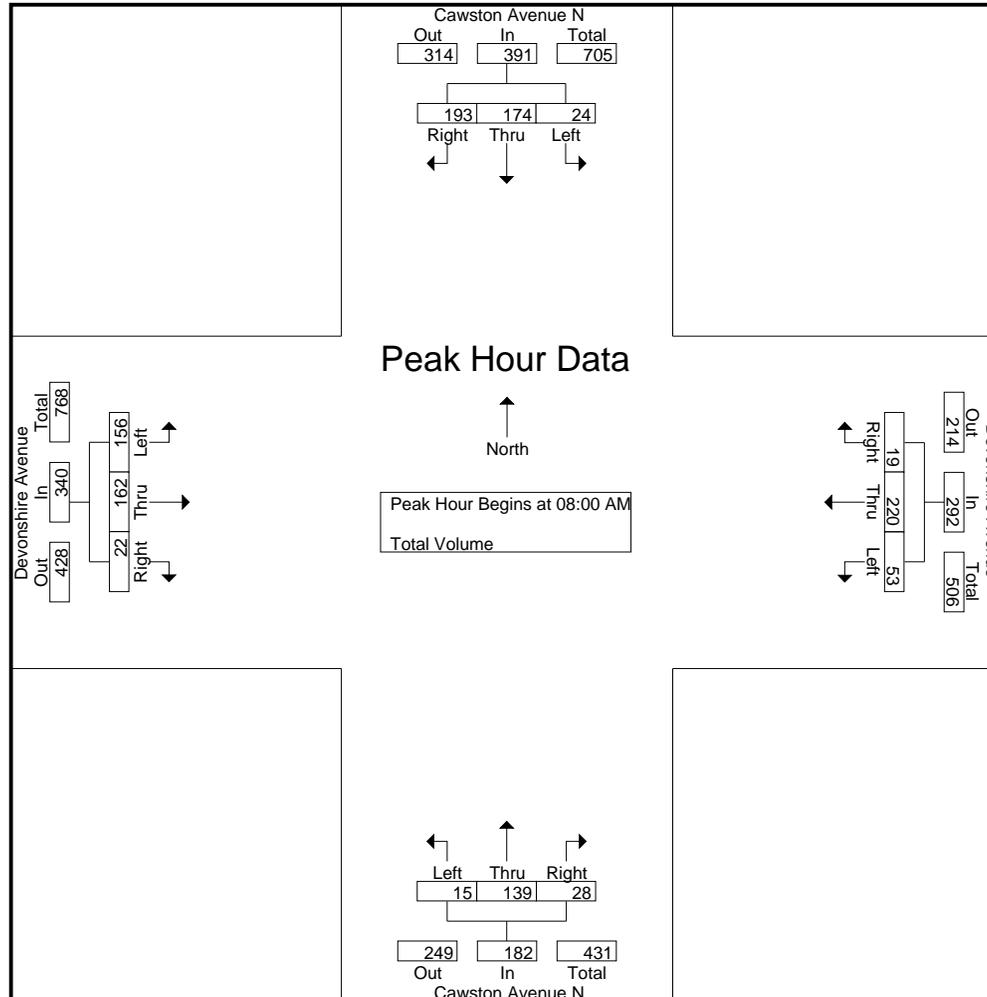
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Devonshire Avenue Westbound					Cawston Avenue N Northbound					Devonshire Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	6	40	37	15	83	9	48	5	2	62	3	28	6	3	37	54	27	3	1	84	21	266	287
07:15 AM	2	29	51	15	82	11	58	5	1	74	3	19	4	3	26	48	31	7	4	86	23	268	291
07:30 AM	7	57	47	14	111	14	57	3	1	74	2	22	6	1	30	29	43	4	1	76	17	291	308
07:45 AM	7	44	45	16	96	12	57	5	3	74	2	38	10	4	50	29	47	3	0	79	23	299	322
Total	22	170	180	60	372	46	220	18	7	284	10	107	26	11	143	160	148	17	6	325	84	1124	1208
08:00 AM	9	31	45	13	85	15	59	6	1	80	5	33	8	2	46	37	42	8	3	87	19	298	317
08:15 AM	8	35	47	11	90	11	52	3	2	66	3	34	7	3	44	53	36	6	1	95	17	295	312
08:30 AM	3	51	52	24	106	13	53	4	2	70	4	37	7	4	48	35	41	3	2	79	32	303	335
08:45 AM	4	57	49	10	110	14	56	6	2	76	3	35	6	3	44	31	43	5	1	79	16	309	325
Total	24	174	193	58	391	53	220	19	7	292	15	139	28	12	182	156	162	22	7	340	84	1205	1289
Grand Total	46	344	373	118	763	99	440	37	14	576	25	246	54	23	325	316	310	39	13	665	168	2329	2497
Apprch %	6	45.1	48.9			17.2	76.4	6.4			7.7	75.7	16.6			47.5	46.6	5.9					
Total %	2	14.8	16		32.8	4.3	18.9	1.6		24.7	1.1	10.6	2.3		14	13.6	13.3	1.7		28.6	6.7	93.3	

Start Time	Cawston Avenue N Southbound				Devonshire Avenue Westbound				Cawston Avenue N Northbound				Devonshire 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 08:00 AM																	
08:00 AM	9	31	45	85	15	59	6	80	5	33	8	46	37	42	8	87	298
08:15 AM	8	35	47	90	11	52	3	66	3	34	7	44	53	36	6	95	295
08:30 AM	3	51	52	106	13	53	4	70	4	37	7	48	35	41	3	79	303
08:45 AM	4	57	49	110	14	56	6	76	3	35	6	44	31	43	5	79	309
Total Volume	24	174	193	391	53	220	19	292	15	139	28	182	156	162	22	340	1205
% App. Total	6.1	44.5	49.4		18.2	75.3	6.5		8.2	76.4	15.4		45.9	47.6	6.5		
PHF	.667	.763	.928	.889	.883	.932	.792	.913	.750	.939	.875	.948	.736	.942	.688	.895	.975

City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Devonshire Avenue Westbound				Cawston Avenue N Northbound				Devonshire 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 Each Approach Begins at:																	
	08:00 AM				07:15 AM				07:45 AM				07:45 AM				
+0 mins.	9	31	45	85	11	58	5	74	2	38	10	50	29	47	3	79	
+15 mins.	8	35	47	90	14	57	3	74	5	33	8	46	37	42	8	87	
+30 mins.	3	51	52	106	12	57	5	74	3	34	7	44	53	36	6	95	
+45 mins.	4	57	49	110	15	59	6	80	4	37	7	48	35	41	3	79	
Total Volume	24	174	193	391	52	231	19	302	14	142	32	188	154	166	20	340	
% App. Total	6.1	44.5	49.4		17.2	76.5	6.3		7.4	75.5	17		45.3	48.8	5.9		
PHF	.667	.763	.928	.889	.867	.979	.792	.944	.700	.934	.800	.940	.726	.883	.625	.895	

City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

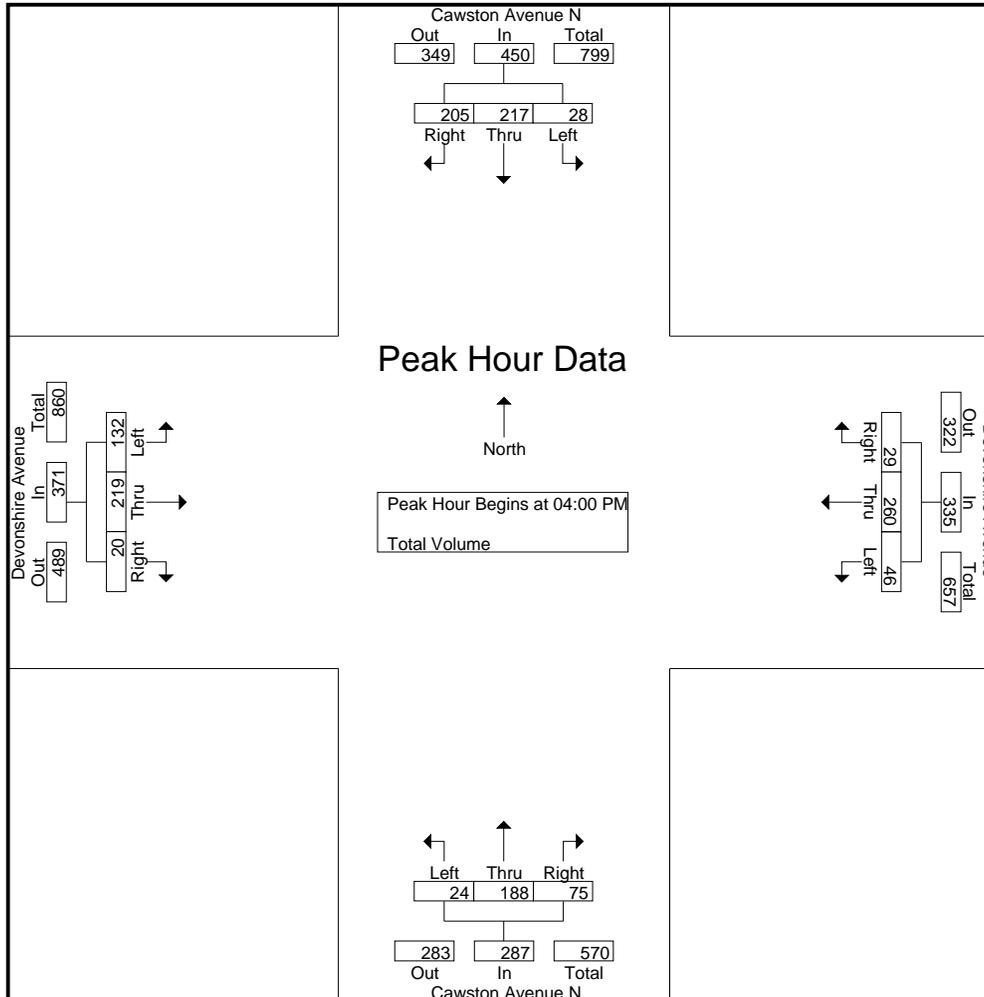
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Devonshire Avenue Westbound					Cawston Avenue N Northbound					Devonshire Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	10	65	61	16	136	18	79	3	1	100	5	51	26	9	82	28	52	4	1	84	27	402	429
04:15 PM	6	56	55	18	117	8	64	9	4	81	9	53	23	5	85	38	57	7	1	102	28	385	413
04:30 PM	4	48	54	17	106	12	55	9	3	76	5	38	16	4	59	18	51	4	0	73	24	314	338
04:45 PM	8	48	35	10	91	8	62	8	2	78	5	46	10	4	61	48	59	5	3	112	19	342	361
Total	28	217	205	61	450	46	260	29	10	335	24	188	75	22	287	132	219	20	5	371	98	1443	1541
05:00 PM	7	43	53	15	103	10	71	18	7	99	10	58	17	5	85	26	51	4	0	81	27	368	395
05:15 PM	3	39	37	10	79	8	82	6	3	96	3	57	17	3	77	39	47	1	0	87	16	339	355
05:30 PM	9	54	31	7	94	9	70	5	1	84	5	42	18	6	65	48	64	4	1	116	15	359	374
05:45 PM	9	54	35	12	98	6	48	8	1	62	6	49	20	3	75	34	45	4	0	83	16	318	334
Total	28	190	156	44	374	33	271	37	12	341	24	206	72	17	302	147	207	13	1	367	74	1384	1458
Grand Total	56	407	361	105	824	79	531	66	22	676	48	394	147	39	589	279	426	33	6	738	172	2827	2999
Apprch %	6.8	49.4	43.8			11.7	78.6	9.8			8.1	66.9	25			37.8	57.7	4.5					
Total %	2	14.4	12.8		29.1	2.8	18.8	2.3		23.9	1.7	13.9	5.2		20.8	9.9	15.1	1.2		26.1	5.7	94.3	

Start Time	Cawston Avenue N Southbound				Devonshire Avenue Westbound				Cawston Avenue N Northbound				Devonshire 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	10	65	61	136	18	79	3	100	5	51	26	82	28	52	4	84	402
04:15 PM	6	56	55	117	8	64	9	81	9	53	23	85	38	57	7	102	385
04:30 PM	4	48	54	106	12	55	9	76	5	38	16	59	18	51	4	73	314
04:45 PM	8	48	35	91	8	62	8	78	5	46	10	61	48	59	5	112	342
Total Volume	28	217	205	450	46	260	29	335	24	188	75	287	132	219	20	371	1443
% App. Total	6.2	48.2	45.6		13.7	77.6	8.7		8.4	65.5	26.1		35.6	59	5.4		
PHF	.700	.835	.840	.827	.639	.823	.806	.838	.667	.887	.721	.844	.688	.928	.714	.828	.897

City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue
 Weather: Clear

File Name : 10_HEM_Caw_Dev PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Devonshire Avenue Westbound				Cawston Avenue N Northbound				Devonshire 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 Each Approach Begins at:																	
	04:00 PM				04:45 PM				05:00 PM				04:45 PM				
+0 mins.	10	65	61	136	8	62	8	78	10	58	17	85	48	59	5	112	
+15 mins.	6	56	55	117	10	71	18	99	3	57	17	77	26	51	4	81	
+30 mins.	4	48	54	106	8	82	6	96	5	42	18	65	39	47	1	87	
+45 mins.	8	48	35	91	9	70	5	84	6	49	20	75	48	64	4	116	
Total Volume	28	217	205	450	35	285	37	357	24	206	72	302	161	221	14	396	
% App. Total	6.2	48.2	45.6		9.8	79.8	10.4		7.9	68.2	23.8		40.7	55.8	3.5		
PHF	.700	.835	.840	.827	.875	.869	.514	.902	.600	.888	.900	.888	.839	.863	.700	.853	

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Cawston Avenue N	East Leg Devonshire Avenue	South Leg Cawston Avenue N	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	4	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	0	4

	North Leg Cawston Avenue N	East Leg Devonshire Avenue	South Leg Cawston Avenue N	West Leg Devonshire Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	1	1	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	2	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	3	3	7

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Devonshire Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Cawston Avenue N			Westbound Devonshire Avenue			Northbound Cawston Avenue N			Eastbound Devonshire Avenue			
	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	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	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 Cawston Avenue N			Westbound Devonshire Avenue			Northbound Cawston Avenue N			Eastbound Devonshire Avenue			
	Left	Thru	Right										
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	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	0	0	1	1	0	0	2	0	1	0	0	5

City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

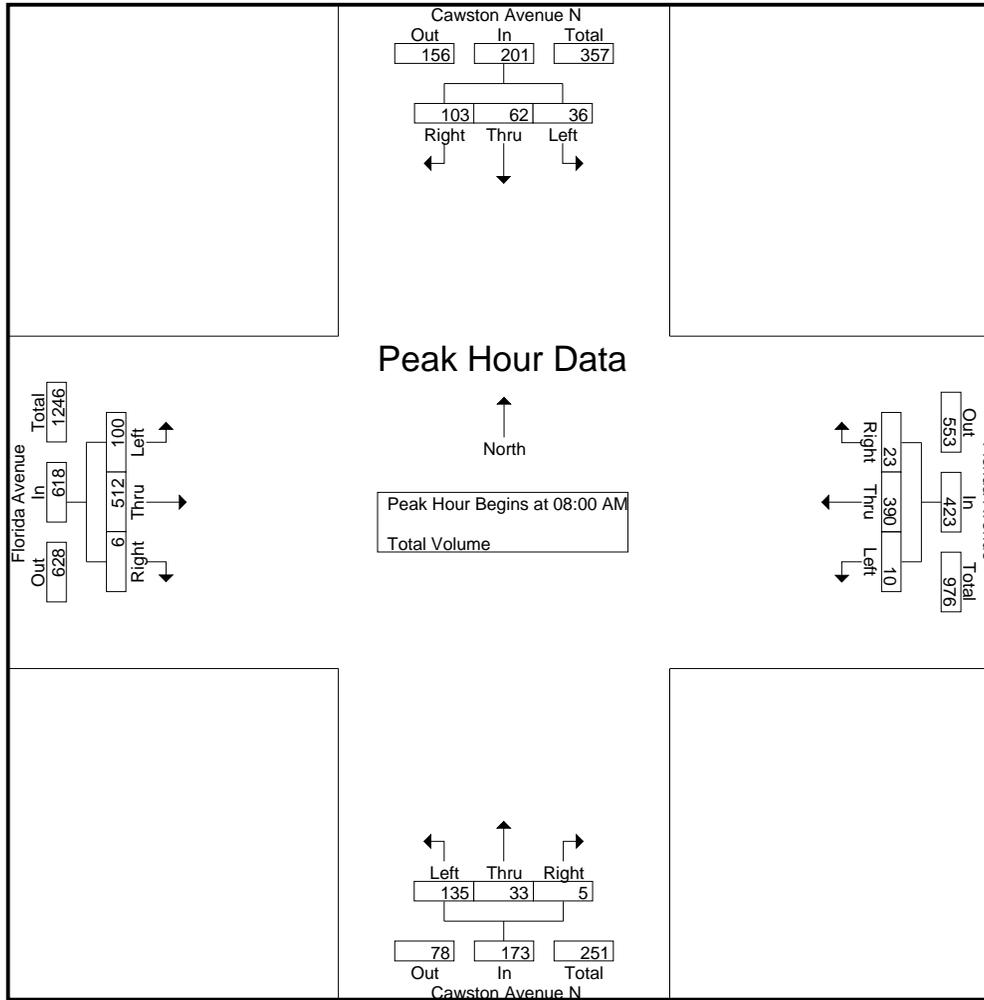
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Florida Avenue Westbound					Cawston Avenue N Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	7	10	28	18	45	1	87	6	0	94	32	13	0	0	45	22	82	4	0	108	18	292	310
07:15 AM	3	25	35	25	63	3	106	4	1	113	34	13	1	0	48	28	103	0	0	131	26	355	381
07:30 AM	5	30	30	23	65	2	102	9	2	113	27	8	0	0	35	18	113	3	0	134	25	347	372
07:45 AM	7	14	37	20	58	0	100	9	2	109	35	10	1	0	46	18	124	3	0	145	22	358	380
Total	22	79	130	86	231	6	395	28	5	429	128	44	2	0	174	86	422	10	0	518	91	1352	1443
08:00 AM	5	4	22	11	31	3	84	10	6	97	27	4	2	1	33	27	112	1	1	140	19	301	320
08:15 AM	5	16	19	2	40	3	112	5	1	120	35	14	1	1	50	23	153	2	1	178	5	388	393
08:30 AM	13	18	31	11	62	1	84	3	1	88	34	4	0	0	38	24	129	0	1	153	13	341	354
08:45 AM	13	24	31	10	68	3	110	5	0	118	39	11	2	1	52	26	118	3	0	147	11	385	396
Total	36	62	103	34	201	10	390	23	8	423	135	33	5	3	173	100	512	6	3	618	48	1415	1463
Grand Total	58	141	233	120	432	16	785	51	13	852	263	77	7	3	347	186	934	16	3	1136	139	2767	2906
Apprch %	13.4	32.6	53.9			1.9	92.1	6			75.8	22.2	2			16.4	82.2	1.4					
Total %	2.1	5.1	8.4		15.6	0.6	28.4	1.8		30.8	9.5	2.8	0.3		12.5	6.7	33.8	0.6		41.1	4.8	95.2	

Start Time	Cawston Avenue N Southbound				Florida Avenue Westbound				Cawston Avenue N Northbound				Florida 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 08:00 AM																	
08:00 AM	5	4	22	31	3	84	10	97	27	4	2	33	27	112	1	140	301
08:15 AM	5	16	19	40	3	112	5	120	35	14	1	50	23	153	2	178	388
08:30 AM	13	18	31	62	1	84	3	88	34	4	0	38	24	129	0	153	341
08:45 AM	13	24	31	68	3	110	5	118	39	11	2	52	26	118	3	147	385
Total Volume	36	62	103	201	10	390	23	423	135	33	5	173	100	512	6	618	1415
% App. Total	17.9	30.8	51.2		2.4	92.2	5.4		78	19.1	2.9		16.2	82.8	1		
PHF	.692	.646	.831	.739	.833	.871	.575	.881	.865	.589	.625	.832	.926	.837	.500	.868	.912

City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 AM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Florida Avenue Westbound				Cawston Avenue N Northbound				Florida 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 Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:00 AM				08:00 AM				
+0 mins.	7	10	28	45	2	102	9	113	32	13	0	45	27	112	1	140	
+15 mins.	3	25	35	63	0	100	9	109	34	13	1	48	23	153	2	178	
+30 mins.	5	30	30	65	3	84	10	97	27	8	0	35	24	129	0	153	
+45 mins.	7	14	37	58	3	112	5	120	35	10	1	46	26	118	3	147	
Total Volume	22	79	130	231	8	398	33	439	128	44	2	174	100	512	6	618	
% App. Total	9.5	34.2	56.3		1.8	90.7	7.5		73.6	25.3	1.1		16.2	82.8	1		
PHF	.786	.658	.878	.888	.667	.888	.825	.915	.914	.846	.500	.906	.926	.837	.500	.868	

City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 1

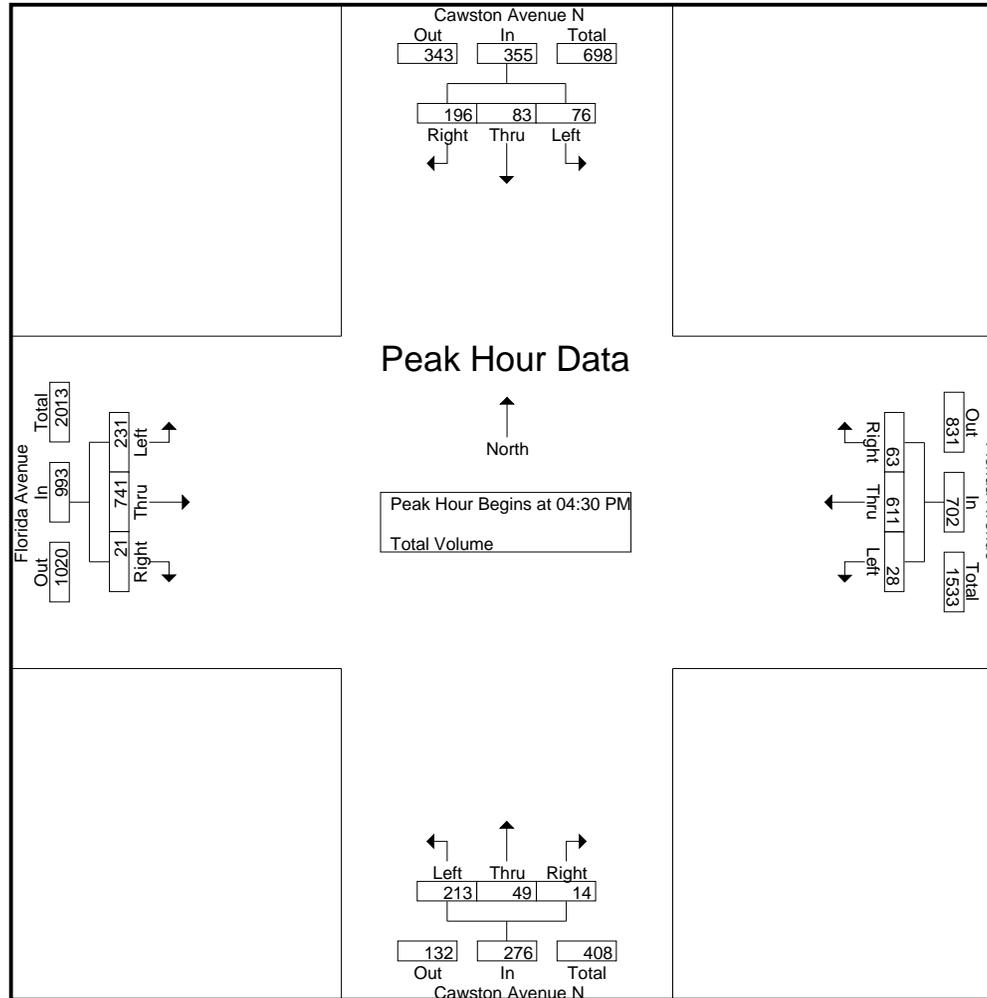
Groups Printed- Total Volume

Start Time	Cawston Avenue N Southbound					Florida Avenue Westbound					Cawston Avenue N Northbound					Florida Avenue Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	18	11	57	33	86	4	141	16	4	161	66	17	1	0	84	50	207	6	1	263	38	594	632
04:15 PM	16	20	60	10	96	6	130	14	2	150	53	19	3	0	75	49	162	2	1	213	13	534	547
04:30 PM	15	11	60	13	86	7	160	21	8	188	54	8	5	0	67	44	177	2	0	223	21	564	585
04:45 PM	19	34	52	15	105	6	141	13	2	160	53	9	6	2	68	70	187	4	2	261	21	594	615
Total	68	76	229	71	373	23	572	64	16	659	226	53	15	2	294	213	733	14	4	960	93	2286	2379
05:00 PM	21	10	40	7	71	8	168	14	2	190	54	17	1	0	72	49	197	8	2	254	11	587	598
05:15 PM	21	28	44	6	93	7	142	15	5	164	52	15	2	0	69	68	180	7	5	255	16	581	597
05:30 PM	18	17	35	6	70	5	164	13	2	182	47	15	3	2	65	44	155	4	2	203	12	520	532
05:45 PM	12	18	31	7	61	12	113	10	4	135	52	23	8	0	83	46	166	10	4	222	15	501	516
Total	72	73	150	26	295	32	587	52	13	671	205	70	14	2	289	207	698	29	13	934	54	2189	2243
Grand Total	140	149	379	97	668	55	1159	116	29	1330	431	123	29	4	583	420	1431	43	17	1894	147	4475	4622
Apprch %	21	22.3	56.7			4.1	87.1	8.7			73.9	21.1	5			22.2	75.6	2.3					
Total %	3.1	3.3	8.5		14.9	1.2	25.9	2.6		29.7	9.6	2.7	0.6		13	9.4	32	1		42.3	3.2	96.8	

Start Time	Cawston Avenue N Southbound				Florida Avenue Westbound				Cawston Avenue N Northbound				Florida 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	15	11	60	86	7	160	21	188	54	8	5	67	44	177	2	223	564
04:45 PM	19	34	52	105	6	141	13	160	53	9	6	68	70	187	4	261	594
05:00 PM	21	10	40	71	8	168	14	190	54	17	1	72	49	197	8	254	587
05:15 PM	21	28	44	93	7	142	15	164	52	15	2	69	68	180	7	255	581
Total Volume	76	83	196	355	28	611	63	702	213	49	14	276	231	741	21	993	2326
% App. Total	21.4	23.4	55.2		4	87	9		77.2	17.8	5.1		23.3	74.6	2.1		
PHF	.905	.610	.817	.845	.875	.909	.750	.924	.986	.721	.583	.958	.825	.940	.656	.951	.979

City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 2



City of Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue
 Weather: Clear

File Name : 11_HEM_Caw_SR74 PM
 Site Code : 05124452
 Start Date : 5/14/2024
 Page No : 3

Start Time	Cawston Avenue N Southbound				Florida Avenue Westbound				Cawston Avenue N Northbound				Florida 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 Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:00 PM				04:30 PM				
+0 mins.	18	11	57	86	7	160	21	188	66	17	1	84	44	177	2	223	
+15 mins.	16	20	60	96	6	141	13	160	53	19	3	75	70	187	4	261	
+30 mins.	15	11	60	86	8	168	14	190	54	8	5	67	49	197	8	254	
+45 mins.	19	34	52	105	7	142	15	164	53	9	6	68	68	180	7	255	
Total Volume	68	76	229	373	28	611	63	702	226	53	15	294	231	741	21	993	
% App. Total	18.2	20.4	61.4		4	87	9		76.9	18	5.1		23.3	74.6	2.1		
PHF	.895	.559	.954	.888	.875	.909	.750	.924	.856	.697	.625	.875	.825	.940	.656	.951	

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

PEDESTRIANS

	North Leg Cawston Avenue N	East Leg Florida Avenue	South Leg Cawston Avenue N	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	1	2
8:15 AM	1	0	0	1	2
8:30 AM	0	0	0	1	1
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	3	0	0	3	6

	North Leg Cawston Avenue N	East Leg Florida Avenue	South Leg Cawston Avenue N	West Leg Florida Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	0	1	3
4:15 PM	0	2	0	1	3
4:30 PM	1	0	0	0	1
4:45 PM	2	0	1	2	5
5:00 PM	0	0	0	2	2
5:15 PM	2	0	0	5	7
5:30 PM	1	0	0	2	3
5:45 PM	3	0	0	4	7
TOTAL VOLUMES:	10	3	1	17	31

Location: Hemet
 N/S: Cawston Avenue N
 E/W: Florida Avenue



Date: 5/14/2024
 Day: Tuesday

BICYCLES

	Southbound Cawston Avenue N			Westbound Florida Avenue			Northbound Cawston Avenue N			Eastbound Florida 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	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	1	0	1

	Southbound Cawston Avenue N			Westbound Florida Avenue			Northbound Cawston Avenue N			Eastbound Florida 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	1	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	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	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	3	0	0	0	0	2	1	0	7

Counts Unlimited, Inc.

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Phone: (951) 268-6268

email: counts@countsunlimited.com

City of Hemet
State Route 74
E/ State Route 79
24 Hour Directional Classification Count

HEM005
Site Code: 051-24323

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	126	21	1	0	1	0	0	2	0	4	0	0	155
01:00	0	81	13	0	0	0	0	0	2	0	5	0	0	101
02:00	0	78	14	0	0	3	1	0	4	0	2	0	0	102
03:00	0	70	19	0	1	0	0	0	4	0	1	0	0	95
04:00	0	125	32	5	7	3	0	0	5	0	1	0	0	178
05:00	4	321	85	7	4	10	0	0	11	0	0	0	0	442
06:00	3	530	207	10	15	29	0	0	8	0	0	0	0	802
07:00	1	798	244	14	21	8	0	1	7	0	2	0	0	1096
08:00	1	791	256	18	15	19	1	2	9	0	4	0	0	1116
09:00	2	674	228	19	45	8	0	4	14	0	2	0	0	996
10:00	2	575	213	5	27	16	1	3	13	0	4	0	0	859
11:00	5	641	195	9	16	7	0	1	7	0	3	0	0	884
12 PM	2	703	243	13	26	8	0	0	7	0	7	0	0	1009
13:00	9	717	247	9	21	14	0	2	11	0	3	0	0	1033
14:00	6	797	262	7	12	11	0	0	7	0	2	0	0	1104
15:00	6	973	315	7	11	7	0	1	11	0	2	0	0	1333
16:00	6	1024	345	22	6	6	0	0	2	0	2	0	0	1413
17:00	5	983	319	6	6	0	0	0	4	0	0	0	0	1323
18:00	2	882	231	5	4	0	0	0	2	0	0	0	0	1126
19:00	5	695	165	10	7	1	0	1	2	0	0	0	0	886
20:00	1	552	104	4	0	0	0	0	0	0	8	0	0	669
21:00	3	466	76	2	2	2	0	0	3	0	8	0	0	562
22:00	0	329	21	3	2	0	0	1	3	0	6	0	0	365
23:00	0	206	26	1	1	0	0	0	2	0	8	0	0	244
Total	63	13137	3881	177	249	153	3	16	140	0	74	0	0	17893
Percent	0.4%	73.4%	21.7%	1.0%	1.4%	0.9%	0.0%	0.1%	0.8%	0.0%	0.4%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	09:00	09:00	06:00	02:00	09:00	09:00		01:00			08:00
Vol.	5	798	256	19	45	29	1	4	14		5			1116
PM Peak	13:00	16:00	16:00	16:00	12:00	13:00		13:00	13:00		20:00			16:00
Vol.	9	1024	345	22	26	14		2	11		8			1413
Grand Total	63	13137	3881	177	249	153	3	16	140	0	74	0	0	17893
Percent	0.4%	73.4%	21.7%	1.0%	1.4%	0.9%	0.0%	0.1%	0.8%	0.0%	0.4%	0.0%	0.0%	

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City of Hemet
State Route 74
E/ State Route 79
24 Hour Directional Classification Count

HEM005
Site Code: 051-24323

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	87	18	0	3	0	0	0	7	0	3	0	0	118
01:00	1	70	9	0	2	1	0	0	3	0	1	0	0	87
02:00	0	101	27	0	2	2	0	0	3	0	0	0	0	135
03:00	0	249	65	2	1	2	0	0	7	0	2	0	0	328
04:00	3	493	183	1	6	2	0	2	10	0	3	0	0	703
05:00	2	652	278	8	13	2	0	0	6	0	5	0	0	966
06:00	3	817	350	24	14	7	0	2	5	0	2	0	0	1224
07:00	2	1014	332	14	14	7	0	1	11	0	1	0	0	1396
08:00	2	710	223	6	12	5	0	1	7	0	1	0	0	967
09:00	1	688	211	4	15	8	3	0	7	0	2	0	0	939
10:00	2	568	225	11	25	4	3	2	10	0	2	0	0	852
11:00	2	605	217	7	20	14	9	0	9	0	1	0	0	884
12 PM	4	721	223	18	14	8	6	2	7	0	0	0	0	1003
13:00	4	768	245	20	15	8	11	1	9	0	1	0	0	1082
14:00	3	827	231	23	17	11	2	2	5	1	1	0	0	1123
15:00	7	946	272	4	17	7	6	2	6	0	0	0	0	1267
16:00	3	1025	280	10	8	8	2	2	4	0	2	0	0	1344
17:00	3	989	283	5	13	13	1	2	1	0	2	0	0	1312
18:00	13	750	188	4	14	3	7	1	1	0	3	0	0	984
19:00	3	622	149	9	6	1	1	0	4	0	0	0	0	795
20:00	2	531	105	3	10	3	0	1	1	0	0	0	0	656
21:00	1	376	71	3	3	0	0	0	2	0	2	0	0	458
22:00	0	245	28	2	1	0	0	0	4	0	6	0	0	286
23:00	1	135	32	2	1	1	0	0	2	0	5	0	0	179
Total	62	13989	4245	180	246	117	51	21	131	1	45	0	0	19088
Percent	0.3%	73.3%	22.2%	0.9%	1.3%	0.6%	0.3%	0.1%	0.7%	0.0%	0.2%	0.0%	0.0%	
AM Peak	04:00	07:00	06:00	06:00	10:00	11:00	11:00	04:00	07:00		05:00			07:00
Vol.	3	1014	350	24	25	14	9	2	11		5			1396
PM Peak	18:00	16:00	17:00	14:00	14:00	17:00	13:00	12:00	13:00	14:00	22:00			16:00
Vol.	13	1025	283	23	17	13	11	2	9	1	6			1344
Grand Total	62	13989	4245	180	246	117	51	21	131	1	45	0	0	19088
Percent	0.3%	73.3%	22.2%	0.9%	1.3%	0.6%	0.3%	0.1%	0.7%	0.0%	0.2%	0.0%	0.0%	

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City of Hemet
State Route 74
E/ State Route 79
24 Hour Directional Classification Count

HEM005
Site Code: 051-24323

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	213	39	1	3	1	0	0	9	0	7	0	0	273
01:00	1	151	22	0	2	1	0	0	5	0	6	0	0	188
02:00	0	179	41	0	2	5	1	0	7	0	2	0	0	237
03:00	0	319	84	2	2	2	0	0	11	0	3	0	0	423
04:00	3	618	215	6	13	5	0	2	15	0	4	0	0	881
05:00	6	973	363	15	17	12	0	0	17	0	5	0	0	1408
06:00	6	1347	557	34	29	36	0	2	13	0	2	0	0	2026
07:00	3	1812	576	28	35	15	0	2	18	0	3	0	0	2492
08:00	3	1501	479	24	27	24	1	3	16	0	5	0	0	2083
09:00	3	1362	439	23	60	16	3	4	21	0	4	0	0	1935
10:00	4	1143	438	16	52	20	4	5	23	0	6	0	0	1711
11:00	7	1246	412	16	36	21	9	1	16	0	4	0	0	1768
12 PM	6	1424	466	31	40	16	6	2	14	0	7	0	0	2012
13:00	13	1485	492	29	36	22	11	3	20	0	4	0	0	2115
14:00	9	1624	493	30	29	22	2	2	12	1	3	0	0	2227
15:00	13	1919	587	11	28	14	6	3	17	0	2	0	0	2600
16:00	9	2049	625	32	14	14	2	2	6	0	4	0	0	2757
17:00	8	1972	602	11	19	13	1	2	5	0	2	0	0	2635
18:00	15	1632	419	9	18	3	7	1	3	0	3	0	0	2110
19:00	8	1317	314	19	13	2	1	1	6	0	0	0	0	1681
20:00	3	1083	209	7	10	3	0	1	1	0	8	0	0	1325
21:00	4	842	147	5	5	2	0	0	5	0	10	0	0	1020
22:00	0	574	49	5	3	0	0	1	7	0	12	0	0	651
23:00	1	341	58	3	2	1	0	0	4	0	13	0	0	423
Total	125	27126	8126	357	495	270	54	37	271	1	119	0	0	36981
Percent	0.3%	73.4%	22.0%	1.0%	1.3%	0.7%	0.1%	0.1%	0.7%	0.0%	0.3%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	06:00	09:00	06:00	11:00	10:00	10:00		00:00			07:00
Vol.	7	1812	576	34	60	36	9	5	23		7			2492
PM Peak	18:00	16:00	16:00	16:00	12:00	13:00	13:00	13:00	13:00	14:00	23:00			16:00
Vol.	15	2049	625	32	40	22	11	3	20	1	13			2757
Grand Total	125	27126	8126	357	495	270	54	37	271	1	119	0	0	36981
Percent	0.3%	73.4%	22.0%	1.0%	1.3%	0.7%	0.1%	0.1%	0.7%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Hemet
 State Route 79
 S/ State Route 74
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

HEM004
 Site Code: 051-24323

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	45	1	0	1	0	0	0	0	0	1	0	0	48
01:00	0	29	5	0	0	0	0	0	1	0	5	0	0	40
02:00	0	29	0	0	1	0	0	0	2	0	2	0	0	34
03:00	0	42	6	0	0	0	0	0	0	0	1	0	0	49
04:00	0	68	16	0	0	3	0	0	0	0	0	0	0	87
05:00	1	135	24	0	0	1	0	0	1	0	0	0	0	162
06:00	1	245	100	2	4	2	0	0	4	0	0	0	0	358
07:00	2	333	96	3	2	2	0	0	2	0	0	0	0	440
08:00	1	347	108	5	2	5	0	2	3	0	0	0	0	473
09:00	1	323	108	1	6	1	0	2	4	0	0	0	0	446
10:00	1	236	98	0	7	5	0	0	4	0	1	0	0	352
11:00	2	296	83	2	7	2	0	1	0	0	0	0	0	393
12 PM	1	322	111	0	14	2	0	0	6	0	1	0	0	457
13:00	4	301	105	3	9	2	0	0	3	0	0	0	0	427
14:00	5	325	130	3	3	4	1	1	3	0	0	0	0	475
15:00	3	476	176	0	9	4	0	1	4	0	1	0	0	674
16:00	0	466	145	4	4	2	0	0	2	0	0	0	0	623
17:00	2	467	152	0	6	0	0	0	3	0	0	0	0	630
18:00	1	376	103	0	1	0	0	0	1	0	0	0	0	482
19:00	5	295	62	1	5	1	0	0	2	0	0	0	0	371
20:00	0	217	38	0	1	0	0	0	0	0	4	0	0	260
21:00	2	184	48	1	1	0	0	0	2	0	7	0	0	245
22:00	0	112	29	0	0	0	0	0	1	0	0	0	0	142
23:00	0	59	12	0	0	0	0	0	1	0	2	0	0	74
Total	32	5728	1756	25	83	36	1	7	49	0	25	0	0	7742
Percent	0.4%	74.0%	22.7%	0.3%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.3%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	10:00	08:00		08:00	06:00		01:00			08:00
Vol.	2	347	108	5	7	5		2	4		5			473
PM Peak	14:00	15:00	15:00	16:00	12:00	14:00	14:00	14:00	12:00		21:00			15:00
Vol.	5	476	176	4	14	4	1	1	6		7			674
Grand Total	32	5728	1756	25	83	36	1	7	49	0	25	0	0	7742
Percent	0.4%	74.0%	22.7%	0.3%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

City of Hemet
State Route 79
S/ State Route 74
24 Hour Directional Classification Count

HEM004
Site Code: 051-24323

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	31	8	0	1	0	0	0	0	0	2	0	0	42
01:00	1	19	4	0	0	0	0	0	0	0	0	0	0	24
02:00	0	28	7	0	1	0	0	0	1	0	0	0	0	37
03:00	0	60	20	0	0	1	0	0	0	0	1	0	0	82
04:00	1	122	63	0	2	0	0	0	2	0	1	0	0	191
05:00	0	191	106	0	2	0	0	0	2	0	4	0	0	305
06:00	4	346	185	3	6	5	0	0	3	0	1	0	0	553
07:00	1	450	188	5	7	2	0	1	1	0	0	0	0	655
08:00	1	345	127	0	8	0	0	2	2	0	0	0	0	485
09:00	2	304	95	2	7	5	0	0	4	0	1	0	0	420
10:00	2	258	85	0	9	3	0	0	2	0	1	0	0	360
11:00	0	256	80	2	7	2	0	0	2	0	0	0	0	349
12 PM	1	307	79	2	4	4	0	0	1	0	0	0	0	398
13:00	3	313	91	4	5	5	0	0	6	0	0	0	0	427
14:00	2	327	84	5	4	5	0	1	3	0	0	0	0	431
15:00	5	406	113	2	8	2	1	0	6	0	0	0	0	543
16:00	2	409	131	2	3	2	0	0	2	0	0	0	0	551
17:00	2	420	114	0	4	0	0	0	2	0	1	0	0	543
18:00	7	321	88	1	1	0	0	0	1	0	3	0	0	422
19:00	0	270	59	2	2	1	0	0	3	0	0	0	0	337
20:00	0	184	41	0	1	0	0	0	0	0	0	0	0	226
21:00	1	151	18	0	1	0	0	0	2	0	0	0	0	173
22:00	0	87	9	0	0	0	0	0	2	0	2	0	0	100
23:00	0	44	13	0	1	0	0	0	1	0	0	0	0	59
Total	35	5649	1808	30	84	37	1	4	48	0	17	0	0	7713
Percent	0.5%	73.2%	23.4%	0.4%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.2%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	10:00	06:00		08:00	09:00		05:00			07:00
Vol.	4	450	188	5	9	5		2	4		4			655
PM Peak	18:00	17:00	16:00	14:00	15:00	13:00	15:00	14:00	13:00		18:00			16:00
Vol.	7	420	131	5	8	5	1	1	6		3			551
Grand Total	35	5649	1808	30	84	37	1	4	48	0	17	0	0	7713
Percent	0.5%	73.2%	23.4%	0.4%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Hemet
 State Route 79
 S/ State Route 74
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

HEM004
 Site Code: 051-24323

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/16/24	0	76	9	0	2	0	0	0	0	0	3	0	0	90
01:00	1	48	9	0	0	0	0	0	1	0	5	0	0	64
02:00	0	57	7	0	2	0	0	0	3	0	2	0	0	71
03:00	0	102	26	0	0	1	0	0	0	0	2	0	0	131
04:00	1	190	79	0	2	3	0	0	2	0	1	0	0	278
05:00	1	326	130	0	2	1	0	0	3	0	4	0	0	467
06:00	5	591	285	5	10	7	0	0	7	0	1	0	0	911
07:00	3	783	284	8	9	4	0	1	3	0	0	0	0	1095
08:00	2	692	235	5	10	5	0	4	5	0	0	0	0	958
09:00	3	627	203	3	13	6	0	2	8	0	1	0	0	866
10:00	3	494	183	0	16	8	0	0	6	0	2	0	0	712
11:00	2	552	163	4	14	4	0	1	2	0	0	0	0	742
12 PM	2	629	190	2	18	6	0	0	7	0	1	0	0	855
13:00	7	614	196	7	14	7	0	0	9	0	0	0	0	854
14:00	7	652	214	8	7	9	1	2	6	0	0	0	0	906
15:00	8	882	289	2	17	6	1	1	10	0	1	0	0	1217
16:00	2	875	276	6	7	4	0	0	4	0	0	0	0	1174
17:00	4	887	266	0	10	0	0	0	5	0	1	0	0	1173
18:00	8	697	191	1	2	0	0	0	2	0	3	0	0	904
19:00	5	565	121	3	7	2	0	0	5	0	0	0	0	708
20:00	0	401	79	0	2	0	0	0	0	0	4	0	0	486
21:00	3	335	66	1	2	0	0	0	4	0	7	0	0	418
22:00	0	199	38	0	0	0	0	0	3	0	2	0	0	242
23:00	0	103	25	0	1	0	0	0	2	0	2	0	0	133
Total	67	11377	3564	55	167	73	2	11	97	0	42	0	0	15455
Percent	0.4%	73.6%	23.1%	0.4%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.3%	0.0%	0.0%	
AM Peak	06:00	07:00	06:00	07:00	10:00	10:00		08:00	09:00		01:00			07:00
Vol.	5	783	285	8	16	8		4	8		5			1095
PM Peak	15:00	17:00	15:00	14:00	12:00	14:00	14:00	14:00	15:00		21:00			15:00
Vol.	8	887	289	8	18	9	1	2	10		7			1217
Grand Total	67	11377	3564	55	167	73	2	11	97	0	42	0	0	15455
Percent	0.4%	73.6%	23.1%	0.4%	1.1%	0.5%	0.0%	0.1%	0.6%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Hemet
 Devonshire Avenue
 W/ Warren Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

HEM001
 Site Code: 051-24452

Start Time	5/14/24 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	28			8	65				
12:15		6	37			1	48				
12:30		5	39			1	60				
12:45		8	40	21	144	5	60	15	233	36	377
01:00		1	55			3	58				
01:15		1	44			6	70				
01:30		1	42			1	62				
01:45		0	55	3	196	3	71	13	261	16	457
02:00		0	54			7	61				
02:15		3	43			5	83				
02:30		2	58			2	71				
02:45		4	55	9	210	6	84	20	299	29	509
03:00		3	51			9	80				
03:15		1	45			16	91				
03:30		2	50			10	89				
03:45		3	46	9	192	11	98	46	358	55	550
04:00		2	56			11	105				
04:15		4	46			29	96				
04:30		2	50			34	58				
04:45		6	57	14	209	23	69	97	328	111	537
05:00		15	39			33	91				
05:15		5	62			51	90				
05:30		7	60			40	85				
05:45		13	54	40	215	47	52	171	318	211	533
06:00		13	45			51	72				
06:15		16	37			58	62				
06:30		20	36			57	54				
06:45		24	34	73	152	51	41	217	229	290	381
07:00		48	27			67	59				
07:15		60	33			80	37				
07:30		44	32			84	34				
07:45		53	33	205	125	69	38	300	168	505	293
08:00		33	24			66	25				
08:15		51	25			61	29				
08:30		43	25			69	31				
08:45		48	18	175	92	72	26	268	111	443	203
09:00		37	14			63	30				
09:15		42	16			56	30				
09:30		36	9			54	26				
09:45		36	8	151	47	43	15	216	101	367	148
10:00		35	16			44	16				
10:15		47	12			57	15				
10:30		34	5			58	17				
10:45		36	3	152	36	52	8	211	56	363	92
11:00		45	8			49	10				
11:15		45	7			54	6				
11:30		52	2			50	5				
11:45		55	4	197	21	51	2	204	23	401	44
Total		1049	1639	1049	1639	1778	2485	1778	2485	2827	4124
Combined Total		2688		2688		4263		4263		6951	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	205	-	-	-	300	-	-	-	-	-
P.H.F.	-	0.854	-	-	-	0.893	-	-	-	-	-
PM Peak	-	-	05:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	221	-	-	-	388	-	-	-	-
P.H.F.	-	-	0.891	-	-	-	0.924	-	-	-	-
Percentage		39.0%	61.0%			41.7%	58.3%				
ADT/AADT		ADT 6,951		AADT 6,951							

Counts Unlimited, Inc.

City of Hemet
 Old Warren Road
 N/ Devonshire Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

HEM002
 Site Code: 051-24452

Start Time	5/14/24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	1				
12:15		0	1			0	1				
12:30		0	1			1	0				
12:45		1	2	1	6	0	1	1	3	2	9
01:00		0	0			0	2				
01:15		0	3			0	2				
01:30		0	1			0	2				
01:45		0	0	0	4	0	1	0	7	0	11
02:00		0	0			0	3				
02:15		0	2			0	2				
02:30		0	2			0	2				
02:45		0	1	0	5	0	2	0	9	0	14
03:00		0	1			0	3				
03:15		0	1			0	2				
03:30		0	1			0	3				
03:45		0	6	0	9	0	4	0	12	0	21
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	1	0	1	0	1	0
05:00		0	0			0	0				
05:15		2	0			3	0				
05:30		0	0			1	0				
05:45		0	0	2	0	1	0	5	0	7	0
06:00		0	1			0	0				
06:15		0	2			0	2				
06:30		0	1			2	1				
06:45		0	0	0	4	2	3	4	6	4	10
07:00		0	2			0	2				
07:15		0	4			0	2				
07:30		0	3			0	0				
07:45		0	0	0	9	0	0	0	4	0	13
08:00		0	2			0	0				
08:15		0	2			0	0				
08:30		0	1			0	2				
08:45		0	0	0	5	0	0	0	2	0	7
09:00		1	2			2	0				
09:15		1	0			0	0				
09:30		0	1			0	1				
09:45		3	1	5	4	0	0	2	1	7	5
10:00		1	0			1	0				
10:15		0	2			0	0				
10:30		1	0			2	0				
10:45		0	0	2	2	2	0	5	0	7	2
11:00		1	1			1	1				
11:15		0	1			1	0				
11:30		3	1			3	0				
11:45		1	0	5	3	0	0	5	1	10	4
Total		15	51	15	51	23	45	23	45	38	96
Combined Total			66		66		68		68		134
AM Peak	-	09:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	5	-	-	-	7	-	-	-	-	-
P.H.F.		0.417				0.583					
PM Peak	-	-	03:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	9	-	-	-	12	-	-	-	-
P.H.F.			0.375				0.750				
Percentage			22.7%				66.2%				
ADT/AADT			ADT 134			AADT 134					

Counts Unlimited, Inc.

City of Hemet
 Cawston Avenue
 N/ State Route 74
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

HEM003
 Site Code: 051-24452

Start Time	5/14/24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	79			7	90				
12:15		5	67			4	93				
12:30		1	63			3	68				
12:45		6	79	19	288	3	77	17	328	36	616
01:00		4	63			4	58				
01:15		1	66			3	73				
01:30		3	59			1	53				
01:45		1	62	9	250	1	51	9	235	18	485
02:00		2	60			3	61				
02:15		1	71			2	74				
02:30		2	81			1	98				
02:45		1	78	6	290	2	83	8	316	14	606
03:00		3	96			5	65				
03:15		5	94			1	102				
03:30		1	100			6	99				
03:45		1	106	10	396	12	129	24	395	34	791
04:00		5	116			11	119				
04:15		1	92			6	106				
04:30		1	86			10	99				
04:45		6	107	13	401	20	120	47	444	60	845
05:00		9	87			13	78				
05:15		8	104			17	99				
05:30		11	78			25	76				
05:45		13	86	41	355	20	68	75	321	116	676
06:00		14	80			30	64				
06:15		34	72			31	60				
06:30		18	65			35	58				
06:45		34	65	100	282	39	38	135	220	235	502
07:00		59	58			63	57				
07:15		70	42			88	35				
07:30		58	56			88	35				
07:45		57	32	244	188	78	37	317	164	561	352
08:00		52	45			42	30				
08:15		44	45			42	33				
08:30		42	30			73	21				
08:45		52	35	190	155	78	20	235	104	425	259
09:00		39	30			47	39				
09:15		50	16			60	18				
09:30		55	35			75	19				
09:45		48	18	192	99	74	13	256	89	448	188
10:00		50	18			59	6				
10:15		67	23			78	8				
10:30		60	14			52	11				
10:45		49	6	226	61	45	5	234	30	460	91
11:00		36	14			44	9				
11:15		39	8			54	4				
11:30		49	8			58	8				
11:45		64	2	188	32	61	3	217	24	405	56
Total		1238	2797	1238	2797	1574	2670	1574	2670	2812	5467
Combined Total		4035		4035		4244		4244		8279	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	244	-	-	-	317	-	-	-	-	-
P.H.F.	-	0.871	-	-	-	0.901	-	-	-	-	-
PM Peak	-	-	03:15	-	-	-	03:30	-	-	-	-
Vol.	-	-	416	-	-	-	453	-	-	-	-
P.H.F.	-	-	0.897	-	-	-	0.878	-	-	-	-
Percentage		30.7%	69.3%			37.1%	62.9%				
ADT/AADT		ADT 8,279		AADT 8,279							

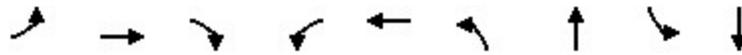
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**APPENDIX 3.2: EXISTING (2024) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

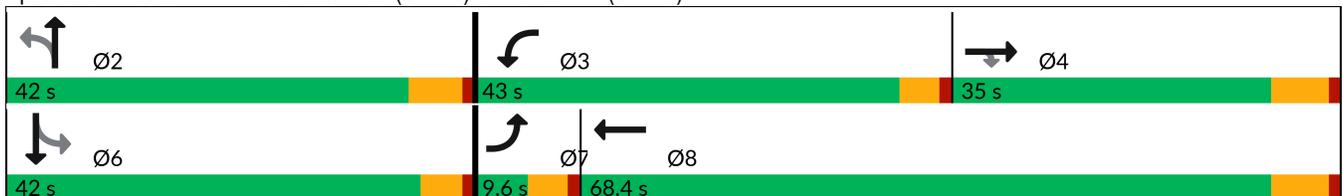


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	13	740	119	494	842	92	6	28	44
Future Volume (vph)	13	740	119	494	842	92	6	28	44
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	35.0	35.0	43.0	68.4	42.0	42.0	42.0	42.0
Total Split (%)	8.0%	29.2%	29.2%	35.8%	57.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	27.3	27.3	33.6	64.1	15.7	15.7	16.6	16.6
Actuated g/C Ratio	0.05	0.29	0.29	0.36	0.68	0.17	0.17	0.18	0.18
v/c Ratio	0.14	0.77	0.24	0.84	0.40	0.44	0.66	0.38	0.15
Control Delay (s/veh)	52.9	38.3	7.2	42.2	8.9	42.1	9.9	49.5	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.9	38.3	7.2	42.2	8.9	42.1	9.9	49.5	33.4
LOS	D	D	A	D	A	D	A	D	C
Approach Delay (s/veh)		34.3			20.7		16.5		39.6
Approach LOS		C			C		B		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 84.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



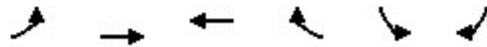
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	13	740	119	494	842	54	92	6	350	28	44	1
Future Volume (veh/h)	13	740	119	494	842	54	92	6	350	28	44	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	796	72	531	905	42	99	6	209	30	47	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1008	447	575	2040	95	302	8	270	148	319	7
Arrive On Green	0.02	0.28	0.28	0.32	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1577	1781	3458	160	1357	44	1547	1166	1825	39
Grp Volume(v), veh/h	14	796	72	531	465	482	99	0	215	30	0	48
Grp Sat Flow(s),veh/h/ln	1781	1777	1577	1781	1777	1841	1357	0	1592	1166	0	1863
Q Serve(g_s), s	0.6	15.7	2.6	21.8	11.0	11.0	5.1	0.0	9.8	1.9	0.0	1.7
Cycle Q Clear(g_c), s	0.6	15.7	2.6	21.8	11.0	11.0	6.7	0.0	9.8	11.7	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.97	1.00		0.02
Lane Grp Cap(c), veh/h	30	1008	447	575	1048	1086	302	0	278	148	0	325
V/C Ratio(X)	0.47	0.79	0.16	0.92	0.44	0.44	0.33	0.00	0.77	0.20	0.00	0.15
Avail Cap(c_a), veh/h	117	1348	598	901	1456	1509	713	0	759	518	0	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	25.1	20.4	24.8	8.6	8.6	29.4	0.0	29.9	35.5	0.0	26.5
Incr Delay (d2), s/veh	4.1	2.3	0.2	7.5	0.3	0.3	0.6	0.0	4.6	0.7	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.1	0.9	9.1	3.2	3.3	1.6	0.0	3.8	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	27.4	20.6	32.3	8.9	8.9	30.0	0.0	34.5	36.1	0.0	26.7
LnGrp LOS	D	C	C	C	A	A	C		C	D		C
Approach Vol, veh/h		882			1478			314				78
Approach Delay, s/veh		27.1			17.3			33.1				30.4
Approach LOS		C			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.1	29.1	27.7		19.1	5.9	51.0				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	38.4	28.8		* 37	5.0	62.2				
Max Q Clear Time (g_c+I1), s		11.8	23.8	17.7		13.7	2.6	13.0				
Green Ext Time (p_c), s		1.5	0.7	3.8		0.3	0.0	6.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.6
HCM 7th LOS		C

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

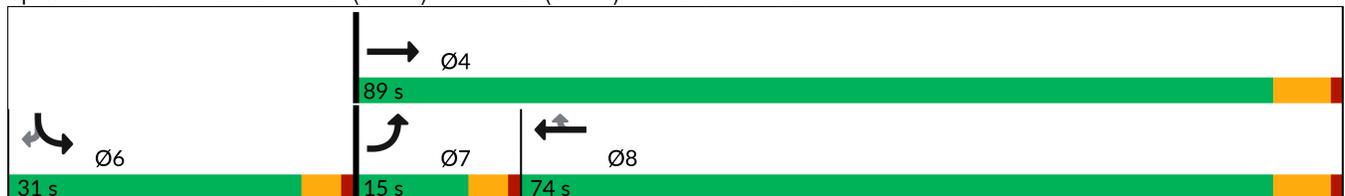


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖↗	↖	↖	↖
Traffic Volume (vph)	16	1107	1055	28	17	65
Future Volume (vph)	16	1107	1055	28	17	65
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	15.0	89.0	74.0	74.0	31.0	31.0
Total Split (%)	12.5%	74.2%	61.7%	61.7%	25.8%	25.8%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	6.0	25.2	23.9	23.9	6.1	6.1
Actuated g/C Ratio	0.18	0.76	0.72	0.72	0.18	0.18
v/c Ratio	0.05	0.44	0.31	0.03	0.06	0.20
Control Delay (s/veh)	18.4	4.2	4.9	3.0	18.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	4.2	4.9	3.0	18.1	8.2
LOS	B	A	A	A	B	A
Approach Delay (s/veh)		4.4	4.9		10.2	
Approach LOS		A	A		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 33.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

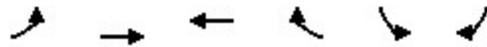
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶↷	↶	↶	↶	
Traffic Volume (veh/h)	16	1107	1055	28	17	65	
Future Volume (veh/h)	16	1107	1055	28	17	65	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	17	1178	1122	30	18	69	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	39	2188	2374	736	144	128	
Arrive On Green	0.02	0.62	0.46	0.46	0.08	0.08	
Sat Flow, veh/h	1781	3647	5274	1583	1781	1585	
Grp Volume(v), veh/h	17	1178	1122	30	18	69	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1583	1781	1585	
Q Serve(g_s), s	0.3	6.8	5.4	0.4	0.3	1.5	
Cycle Q Clear(g_c), s	0.3	6.8	5.4	0.4	0.3	1.5	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	39	2188	2374	736	144	128	
V/C Ratio(X)	0.44	0.54	0.47	0.04	0.12	0.54	
Avail Cap(c_a), veh/h	520	8260	9718	3013	1320	1175	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	17.2	3.9	6.5	5.2	15.2	15.7	
Incr Delay (d2), s/veh	2.9	0.2	0.1	0.0	0.1	1.3	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.7	0.1	0.1	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	20.1	4.1	6.7	5.2	15.3	17.0	
LnGrp LOS	C	A	A	A	B	B	
Approach Vol, veh/h		1195	1152		87		
Approach Delay, s/veh		4.4	6.6		16.7		
Approach LOS		A	A		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				28.1	7.5	5.4	22.8
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				82.8	26.4	10.4	67.8
Max Q Clear Time (g_c+I1), s				8.8	3.5	2.3	7.4
Green Ext Time (p_c), s				10.1	0.1	0.0	9.1
Intersection Summary							
HCM 7th Control Delay, s/veh			5.9				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh	24.3											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗		↖	↗		↕	
Traffic Vol, veh/h	1	39	6	387	15	6	4	45	281	11	56	0
Future Vol, veh/h	1	39	6	387	15	6	4	45	281	11	56	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	45	7	450	17	7	5	52	327	13	65	0
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	0.8		35.5	14.9
HCM LOS	B		E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	100%	0%	0%	100%	0%	16%
Vol Thru, %	92%	0%	0%	100%	0%	0%	71%	84%
Vol Right, %	0%	100%	0%	0%	100%	0%	29%	0%
Sign Control	Stop							
Traffic Vol by Lane	49	281	1	39	6	387	21	67
LT Vol	4	0	1	0	0	387	0	11
Through Vol	45	0	0	39	0	0	15	56
RT Vol	0	281	0	0	6	0	6	0
Lane Flow Rate	57	327	1	45	7	450	24	78
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.106	0.542	0.003	0.095	0.013	0.848	0.041	0.164
Departure Headway (Hd)	6.719	5.974	8.059	7.546	6.829	6.787	6.075	7.583
Convergence, Y/N	Yes							
Cap	529	598	446	478	527	531	586	476
Service Time	4.51	3.764	5.763	5.251	4.533	4.556	3.844	5.285
HCM Lane V/C Ratio	0.108	0.547	0.002	0.094	0.013	0.847	0.041	0.164
HCM Control Delay, s/veh	10.3	15.7	10.8	11	9.6	36.9	9.1	11.8
HCM Lane LOS	B	C	B	B	A	E	A	B
HCM 95th-tile Q	0.4	3.2	0	0.3	0	8.9	0.1	0.6

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↶↷	↶	↶↷		↷		↷	↷
Traffic Volume (vph)	282	838	6	691	8	6	39	3	384
Future Volume (vph)	282	838	6	691	8	6	39	3	384
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	38.0	70.0	10.0	42.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	31.7%	58.3%	8.3%	35.0%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.9	42.1	5.4	21.5		13.2		12.9	12.9
Actuated g/C Ratio	0.24	0.61	0.08	0.31		0.19		0.19	0.19
v/c Ratio	0.66	0.40	0.04	0.67		0.08		0.17	0.64
Control Delay (s/veh)	33.5	8.5	40.2	25.1		19.8		29.2	8.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	33.5	8.5	40.2	25.1		19.8		29.2	8.8
LOS	C	A	D	C		B		C	A
Approach Delay (s/veh)		14.8		25.2		19.8		10.8	
Approach LOS		B		C		B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 69.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	838	4	6	691	28	8	6	12	39	3	384
Future Volume (veh/h)	282	838	4	6	691	28	8	6	12	39	3	384
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	855	4	6	705	21	8	6	12	40	3	392
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1648	8	14	956	28	165	131	193	483	33	454
Arrive On Green	0.19	0.45	0.45	0.01	0.27	0.27	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	3627	17	1781	3523	105	326	459	673	1321	114	1585
Grp Volume(v), veh/h	288	419	440	6	355	371	26	0	0	43	0	392
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1851	1459	0	0	1435	0	1585
Q Serve(g_s), s	10.3	11.1	11.1	0.2	12.0	12.0	0.0	0.0	0.0	0.6	0.0	15.5
Cycle Q Clear(g_c), s	10.3	11.1	11.1	0.2	12.0	12.0	0.7	0.0	0.0	1.3	0.0	15.5
Prop In Lane	1.00		0.01	1.00		0.06	0.31		0.46	0.93		1.00
Lane Grp Cap(c), veh/h	340	807	848	14	482	503	489	0	0	516	0	454
V/C Ratio(X)	0.85	0.52	0.52	0.43	0.74	0.74	0.05	0.00	0.00	0.08	0.00	0.86
Avail Cap(c_a), veh/h	902	1718	1806	146	964	1005	832	0	0	845	0	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	12.9	12.9	32.6	21.9	21.9	17.1	0.0	0.0	17.2	0.0	22.3
Incr Delay (d2), s/veh	2.3	0.5	0.5	7.4	2.2	2.1	0.0	0.0	0.0	0.1	0.0	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.5	3.7	0.1	4.6	4.7	0.3	0.0	0.0	0.4	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	13.4	13.3	40.0	24.1	24.0	17.1	0.0	0.0	17.3	0.0	27.4
LnGrp LOS	C	B	B	D	C	C	B			B		C
Approach Vol, veh/h		1147			732			26				435
Approach Delay, s/veh		17.1			24.2			17.1				26.4
Approach LOS		B			C			B				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.7	5.1	36.2		24.7	17.2	24.1				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 35	5.4	63.8		34.2	33.4	35.8				
Max Q Clear Time (g_c+I1), s		2.7	2.2	13.1		17.5	12.3	14.0				
Green Ext Time (p_c), s		0.1	0.0	5.3		1.4	0.4	3.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		21.0
HCM 7th LOS		C

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	23.2											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	173	164	4	43	261	14	5	370	34	19	314	183
Future Vol, veh/h	173	164	4	43	261	14	5	370	34	19	314	183
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	184	174	4	46	278	15	5	394	36	20	334	195
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	71	59.5	111	206.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	51%	14%	4%
Vol Thru, %	90%	48%	82%	61%
Vol Right, %	8%	1%	4%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	409	341	318	516
LT Vol	5	173	43	19
Through Vol	370	164	261	314
RT Vol	34	4	14	183
Lane Flow Rate	435	363	338	549
Geometry Grp	1	1	1	1
Degree of Util (X)	1.102	0.948	0.889	1.365
Departure Headway (Hd)	10.236	10.808	10.906	9.429
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	357	337	335	390
Service Time	8.236	8.808	8.906	7.429
HCM Lane V/C Ratio	1.218	1.077	1.009	1.408
HCM Control Delay, s/veh	111	71	59.5	206.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	14.5	9.9	8.4	25.2

Timings

6: Warren Rd. & Florida Av. (SR-74)

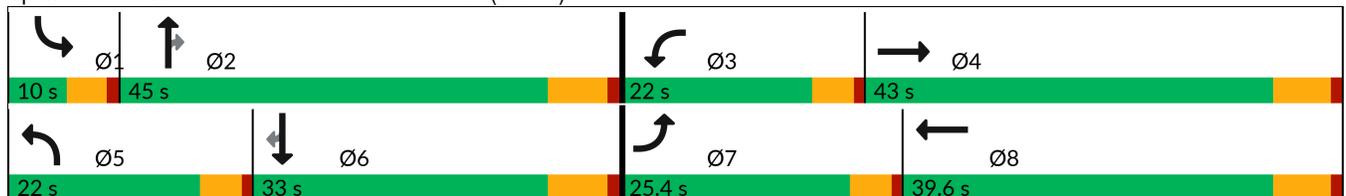


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶	↶↷	↶
Traffic Volume (vph)	174	666	143	418	153	222	164	17	200	144
Future Volume (vph)	174	666	143	418	153	222	164	17	200	144
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	25.4	43.0	22.0	39.6	22.0	45.0	45.0	10.0	33.0	33.0
Total Split (%)	21.2%	35.8%	18.3%	33.0%	18.3%	37.5%	37.5%	8.3%	27.5%	27.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	13.9	27.9	12.1	26.1	12.5	27.2	27.2	5.4	13.2	13.2
Actuated g/C Ratio	0.16	0.31	0.14	0.29	0.14	0.31	0.31	0.06	0.15	0.15
v/c Ratio	0.65	0.78	0.62	0.43	0.64	0.21	0.28	0.17	0.39	0.41
Control Delay (s/veh)	49.7	33.5	51.2	28.0	51.6	26.2	6.1	51.5	38.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	33.5	51.2	28.0	51.6	26.2	6.1	51.5	38.7	9.7
LOS	D	C	D	C	D	C	A	D	D	A
Approach Delay (s/veh)		36.3		33.7		27.3			27.8	
Approach LOS		D		C		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 88.6	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 32.5	Intersection LOS: C
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	666	157	143	418	13	153	222	164	17	200	144
Future Volume (veh/h)	174	666	157	143	418	13	153	222	164	17	200	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	181	694	122	149	435	7	159	231	111	18	208	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	921	162	189	1018	16	200	852	380	38	528	235
Arrive On Green	0.13	0.30	0.30	0.11	0.28	0.28	0.11	0.24	0.24	0.02	0.15	0.15
Sat Flow, veh/h	1781	3021	531	1781	3579	58	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	181	408	408	149	216	226	159	231	111	18	208	55
Grp Sat Flow(s),veh/h/ln	1781	1777	1775	1781	1777	1860	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.6	13.8	13.9	5.5	6.6	6.6	5.8	3.5	3.8	0.7	3.5	2.0
Cycle Q Clear(g_c), s	6.6	13.8	13.9	5.5	6.6	6.6	5.8	3.5	3.8	0.7	3.5	2.0
Prop In Lane	1.00		0.30	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	542	541	189	505	529	200	852	380	38	528	235
V/C Ratio(X)	0.80	0.75	0.75	0.79	0.43	0.43	0.79	0.27	0.29	0.48	0.39	0.23
Avail Cap(c_a), veh/h	555	979	978	464	888	930	464	2048	914	144	1410	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	20.9	21.0	29.1	19.5	19.5	28.9	20.6	20.8	32.3	25.7	25.1
Incr Delay (d2), s/veh	2.5	2.1	2.2	2.8	0.6	0.5	2.7	0.2	0.4	3.4	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.2	5.2	2.2	2.4	2.5	2.3	1.3	1.3	0.3	1.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	23.1	23.1	31.9	20.0	20.0	31.6	20.8	21.2	35.7	26.2	25.6
LnGrp LOS	C	C	C	C	C	C	C	C	C	D	C	C
Approach Vol, veh/h	997			591			501			281		
Approach Delay, s/veh	24.5			23.0			24.3			26.7		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	22.5	11.7	26.6	12.1	16.4	13.1	25.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	5.4	38.5	17.4	36.8	17.4	26.5	20.8	33.4				
Max Q Clear Time (g_c+I1), s	2.7	5.8	7.5	15.9	7.8	5.5	8.6	8.6				
Green Ext Time (p_c), s	0.0	1.6	0.1	4.5	0.1	1.2	0.2	2.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.4								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	216	302	7	16	0
Future Vol, veh/h	0	216	302	7	16	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	245	343	8	18	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	351	0	-	0	593 347
Stage 1	-	-	-	-	347 -
Stage 2	-	-	-	-	245 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1208	-	-	-	469 696
Stage 1	-	-	-	-	715 -
Stage 2	-	-	-	-	795 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1208	-	-	-	469 696
Mov Cap-2 Maneuver	-	-	-	-	469 -
Stage 1	-	-	-	-	715 -
Stage 2	-	-	-	-	795 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1208	-	-	-	469
HCM Lane V/C Ratio	-	-	-	-	0.039
HCM Control Delay (s/veh)	0	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	0	209	23	109	287	0	22	1	73	1	1	0
Future Vol, veh/h	0	209	23	109	287	0	22	1	73	1	1	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	235	26	122	322	0	25	1	82	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	322	0	0	261	0	0	816	815	248	803	828	322
Stage 1	-	-	-	-	-	-	248	248	-	567	567	-
Stage 2	-	-	-	-	-	-	568	567	-	235	261	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1237	-	-	1304	-	-	296	312	791	302	306	718
Stage 1	-	-	-	-	-	-	756	701	-	508	507	-
Stage 2	-	-	-	-	-	-	508	507	-	768	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1237	-	-	1304	-	-	261	276	791	239	271	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	276	-	239	271	-
Stage 1	-	-	-	-	-	-	756	701	-	450	449	-
Stage 2	-	-	-	-	-	-	448	449	-	687	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.22	13.47	19.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1237	-	-	495	-	-	254
HCM Lane V/C Ratio	0.202	-	-	-	0.094	-	-	0.009
HCM Control Delay (s/veh)	13.5	0	-	-	8	0	-	19.3
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	0

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

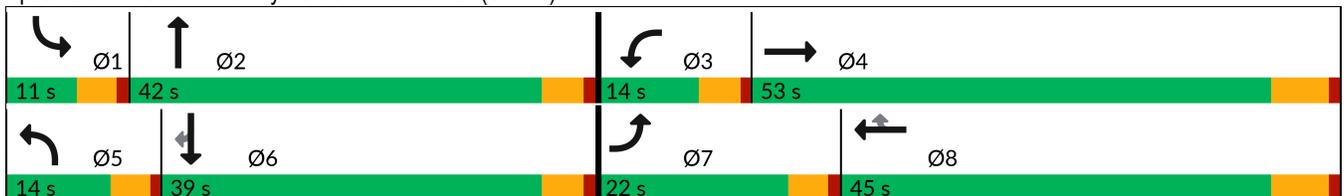


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↗↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	86	675	29	564	5	24	16	5	5	52
Future Volume (vph)	86	675	29	564	5	24	16	5	5	52
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	22.0	53.0	14.0	45.0	45.0	14.0	42.0	11.0	39.0	39.0
Total Split (%)	18.3%	44.2%	11.7%	37.5%	37.5%	11.7%	35.0%	9.2%	32.5%	32.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	9.9	33.5	8.1	23.8	23.8	7.9	18.8	7.4	16.9	16.9
Actuated g/C Ratio	0.19	0.65	0.16	0.46	0.46	0.15	0.36	0.14	0.33	0.33
v/c Ratio	0.27	0.31	0.11	0.36	0.01	0.09	0.07	0.02	0.01	0.09
Control Delay (s/veh)	30.3	14.1	33.8	18.4	0.0	34.5	11.5	36.2	22.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	14.1	33.8	18.4	0.0	34.5	11.5	36.2	22.8	0.3
LOS	C	B	C	B	A	C	B	D	C	A
Approach Delay (s/veh)		15.9		19.0			19.7		4.9	
Approach LOS		B		B			B		A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 51.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay (s/veh): 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 45.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↷	↶	↷		↶	↷	↷
Traffic Volume (veh/h)	86	675	11	29	564	5	24	16	27	5	5	52
Future Volume (veh/h)	86	675	11	29	564	5	24	16	27	5	5	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	703	9	30	588	3	25	17	13	5	5	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	145	1225	16	64	1050	458	55	74	57	12	97	82
Arrive On Green	0.08	0.34	0.34	0.04	0.30	0.30	0.03	0.08	0.08	0.01	0.05	0.05
Sat Flow, veh/h	1781	3593	46	1781	3554	1549	1781	977	747	1781	1870	1583
Grp Volume(v), veh/h	90	348	364	30	588	3	25	0	30	5	5	10
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1549	1781	0	1723	1781	1870	1583
Q Serve(g_s), s	1.8	6.0	6.0	0.6	5.2	0.1	0.5	0.0	0.6	0.1	0.1	0.2
Cycle Q Clear(g_c), s	1.8	6.0	6.0	0.6	5.2	0.1	0.5	0.0	0.6	0.1	0.1	0.2
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	145	606	635	64	1050	458	55	0	130	12	97	82
V/C Ratio(X)	0.62	0.57	0.57	0.47	0.56	0.01	0.46	0.00	0.23	0.41	0.05	0.12
Avail Cap(c_a), veh/h	834	2237	2344	450	3709	1617	450	0	1729	307	1726	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	10.0	10.0	17.6	11.1	9.2	17.7	0.0	16.2	18.4	16.8	16.8
Incr Delay (d2), s/veh	1.6	0.9	0.8	2.0	0.5	0.0	2.2	0.0	0.9	8.2	0.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	0.2	1.3	0.0	0.2	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	10.9	10.9	19.6	11.5	9.2	19.9	0.0	17.0	26.6	17.0	17.5
LnGrp LOS	B	B	B	B	B	A	B		B	C	B	B
Approach Vol, veh/h	802			621			55			20		
Approach Delay, s/veh	11.7			11.9			18.4			19.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	7.5	5.9	18.9	5.7	6.6	7.6	17.2				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	6.4	37.3	9.4	46.8	9.4	34.3	17.4	38.8				
Max Q Clear Time (g_c+I1), s	2.1	2.6	2.6	8.0	2.5	2.2	3.8	7.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.1	0.0	0.0	0.1	3.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.1								
HCM 7th LOS				B								

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	613	165	0	628	0	6
Future Vol, veh/h	613	165	0	628	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	632	170	0	647	0	6

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	401
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	599
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	599
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	11.08
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	599	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s/veh)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)

11/12/2024

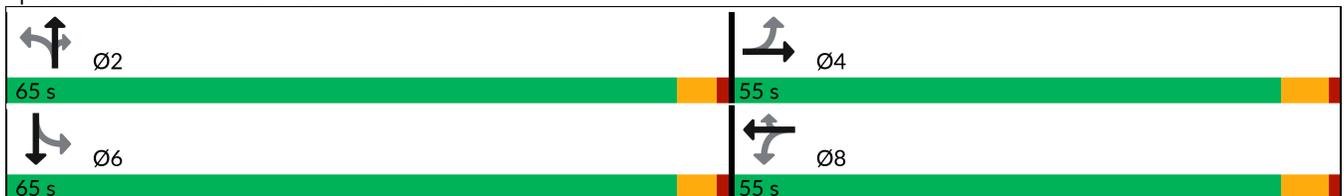


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	156	162	53	220	19	15	139	28	24	174
Future Volume (vph)	156	162	53	220	19	15	139	28	24	174
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	55.0	55.0	55.0	55.0	55.0	65.0	65.0	65.0	65.0	65.0
Total Split (%)	45.8%	45.8%	45.8%	45.8%	45.8%	54.2%	54.2%	54.2%	54.2%	54.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	13.3	13.3	13.3	13.3	13.3	14.2	14.2	14.2	14.2	14.2
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.37	0.37	0.37	0.37	0.37
v/c Ratio	0.40	0.15	0.13	0.35	0.03	0.04	0.20	0.05	0.05	0.55
Control Delay (s/veh)	13.6	8.8	10.3	11.6	6.2	9.1	9.7	4.5	9.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.6	8.8	10.3	11.6	6.2	9.1	9.7	4.5	9.0	11.7
LOS	B	A	B	B	A	A	A	A	A	B
Approach Delay (s/veh)		11.0		11.0			8.8			11.5
Approach LOS		B		B			A			B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 38.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

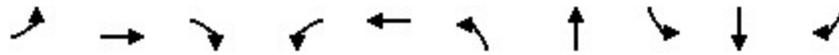
Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	156	162	22	53	220	19	15	139	28	24	174	193
Future Volume (veh/h)	156	162	22	53	220	19	15	139	28	24	174	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	165	15	54	224	12	15	142	17	24	178	146
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	515	1068	96	597	606	514	429	609	516	581	309	254
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1144	3297	297	1204	1870	1585	1056	1870	1585	1227	950	780
Grp Volume(v), veh/h	159	88	92	54	224	12	15	142	17	24	0	324
Grp Sat Flow(s),veh/h/ln	1144	1777	1817	1204	1870	1585	1056	1870	1585	1227	0	1730
Q Serve(g_s), s	3.6	1.0	1.0	1.0	2.7	0.1	0.3	1.6	0.2	0.4	0.0	4.5
Cycle Q Clear(g_c), s	6.2	1.0	1.0	2.0	2.7	0.1	4.8	1.6	0.2	2.0	0.0	4.5
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	515	576	589	597	606	514	429	609	516	581	0	563
V/C Ratio(X)	0.31	0.15	0.16	0.09	0.37	0.02	0.03	0.23	0.03	0.04	0.00	0.58
Avail Cap(c_a), veh/h	2114	3058	3127	2279	3219	2728	2295	3913	3316	2750	0	3620
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	9.9	6.9	6.9	7.6	7.5	6.6	10.1	7.1	6.6	7.8	0.0	8.1
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.1	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.2	0.1	0.6	0.0	0.1	0.4	0.0	0.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	7.1	7.1	7.7	7.9	6.7	10.1	7.3	6.7	7.9	0.0	9.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	A		A
Approach Vol, veh/h		339			290			174				348
Approach Delay, s/veh		8.5			7.8			7.5				8.9
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.1		14.7		14.1		14.7				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		60.3		49.6		60.3		49.6				
Max Q Clear Time (g_c+I1), s		6.8		8.2		6.5		4.7				
Green Ext Time (p_c), s		1.0		1.6		2.4		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				8.3								
HCM 7th LOS				A								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

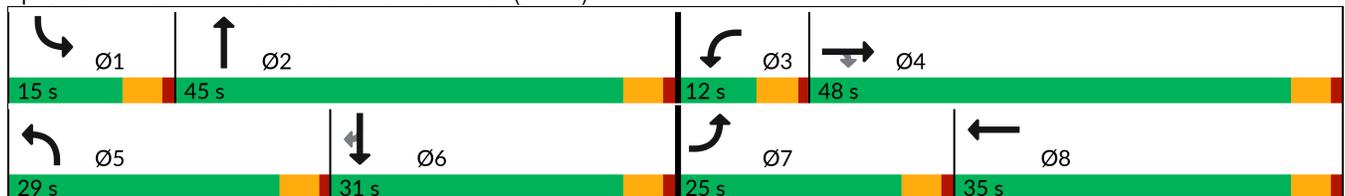


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↗↗	↶	↶	↗↗	↶	↗↗	↶	↗	↶
Traffic Volume (vph)	100	513	6	10	390	135	33	36	62	103
Future Volume (vph)	100	513	6	10	390	135	33	36	62	103
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	25.0	48.0	48.0	12.0	35.0	29.0	45.0	15.0	31.0	31.0
Total Split (%)	20.8%	40.0%	40.0%	10.0%	29.2%	24.2%	37.5%	12.5%	25.8%	25.8%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None									
Act Effct Green (s)	9.7	24.8	24.8	6.2	15.9	11.2	16.0	7.1	13.3	13.3
Actuated g/C Ratio	0.16	0.41	0.41	0.10	0.26	0.19	0.26	0.12	0.22	0.22
v/c Ratio	0.39	0.39	0.01	0.06	0.49	0.45	0.04	0.19	0.17	0.23
Control Delay (s/veh)	33.3	15.7	0.0	35.3	24.6	32.6	19.2	34.3	27.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.3	15.7	0.0	35.3	24.6	32.6	19.2	34.3	27.1	1.9
LOS	C	B	A	D	C	C	B	C	C	A
Approach Delay (s/veh)		18.4			24.9		29.7		15.5	
Approach LOS		B			C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 60.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay (s/veh): 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 44.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024

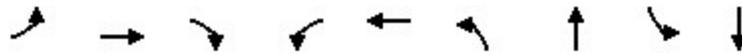


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	513	6	10	390	23	135	33	5	36	62	103
Future Volume (veh/h)	100	513	6	10	390	23	135	33	5	36	62	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	564	4	11	429	16	148	36	2	40	68	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1025	457	25	770	29	194	851	47	78	343	289
Arrive On Green	0.08	0.29	0.29	0.01	0.22	0.22	0.11	0.25	0.25	0.04	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3493	130	1781	3425	189	1781	1870	1579
Grp Volume(v), veh/h	110	564	4	11	218	227	148	19	19	40	68	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1846	1781	1777	1836	1781	1870	1579
Q Serve(g_s), s	2.8	6.2	0.1	0.3	5.0	5.0	3.7	0.4	0.4	1.0	1.4	1.9
Cycle Q Clear(g_c), s	2.8	6.2	0.1	0.3	5.0	5.0	3.7	0.4	0.4	1.0	1.4	1.9
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	146	1025	457	25	392	407	194	441	456	78	343	289
V/C Ratio(X)	0.75	0.55	0.01	0.43	0.56	0.56	0.76	0.04	0.04	0.52	0.20	0.26
Avail Cap(c_a), veh/h	792	3354	1496	287	1173	1219	947	1561	1613	404	1072	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	13.8	11.6	22.4	15.9	15.9	19.9	13.1	13.1	21.5	15.9	16.1
Incr Delay (d2), s/veh	2.9	0.5	0.0	4.3	1.2	1.2	2.4	0.0	0.0	2.0	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	0.0	0.1	1.8	1.9	1.5	0.1	0.1	0.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	14.3	11.7	26.7	17.1	17.1	22.2	13.1	13.1	23.4	16.2	16.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		678			456			186			184	
Approach Delay, s/veh		15.8			17.3			20.4			17.9	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	16.1	5.3	17.9	9.6	13.1	8.4	14.8				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	10.4	40.3	7.4	43.3	24.4	26.3	20.4	30.3				
Max Q Clear Time (g_c+I1), s	3.0	2.4	2.3	8.2	5.7	3.9	4.8	7.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	4.1	0.2	0.5	0.1	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.1								
HCM 7th LOS				B								

Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024

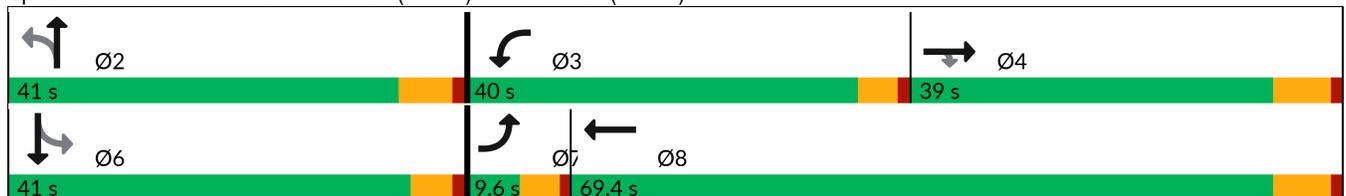


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	12	874	79	460	930	124	13	11	33
Future Volume (vph)	12	874	79	460	930	124	13	11	33
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	39.0	39.0	40.0	69.4	41.0	41.0	41.0	41.0
Total Split (%)	8.0%	32.5%	32.5%	33.3%	57.8%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	30.0	30.0	29.9	63.2	17.2	17.2	17.4	17.4
Actuated g/C Ratio	0.06	0.32	0.32	0.32	0.67	0.18	0.18	0.18	0.18
v/c Ratio	0.12	0.79	0.14	0.84	0.42	0.51	0.72	0.15	0.11
Control Delay (s/veh)	53.7	37.3	3.5	46.1	9.5	43.6	10.5	37.7	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.7	37.3	3.5	46.1	9.5	43.6	10.5	37.7	31.3
LOS	D	D	A	D	A	D	B	D	C
Approach Delay (s/veh)		34.7			21.3		17.3		32.7
Approach LOS		C			C		B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 93.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

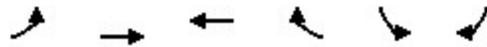
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	12	874	79	460	930	45	124	13	473	11	33	3
Future Volume (veh/h)	12	874	79	460	930	45	124	13	473	11	33	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	892	47	469	949	35	127	13	306	11	34	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1063	474	505	1986	73	381	15	360	126	411	24
Arrive On Green	0.01	0.30	0.30	0.28	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3495	129	1372	65	1530	1061	1749	103
Grp Volume(v), veh/h	12	892	47	469	482	502	127	0	319	11	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1847	1372	0	1595	1061	0	1852
Q Serve(g_s), s	0.6	21.4	2.0	23.3	14.7	14.7	7.3	0.0	17.4	0.9	0.0	1.4
Cycle Q Clear(g_c), s	0.6	21.4	2.0	23.3	14.7	14.7	8.6	0.0	17.4	18.3	0.0	1.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.96	1.00		0.06
Lane Grp Cap(c), veh/h	26	1063	474	505	1010	1050	381	0	375	126	0	435
V/C Ratio(X)	0.47	0.84	0.10	0.93	0.48	0.48	0.33	0.00	0.85	0.09	0.00	0.08
Avail Cap(c_a), veh/h	98	1279	570	692	1232	1281	588	0	616	299	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.6	29.9	23.1	31.7	11.7	11.7	30.6	0.0	33.3	42.1	0.0	27.2
Incr Delay (d2), s/veh	4.9	4.4	0.1	13.3	0.4	0.3	0.5	0.0	6.1	0.3	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	0.7	11.0	4.8	5.0	2.3	0.0	6.9	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	34.3	23.2	45.0	12.0	12.0	31.1	0.0	39.4	42.4	0.0	27.3
LnGrp LOS	D	C	C	D	B	B	C		D	D		C
Approach Vol, veh/h		951			1453			446				47
Approach Delay, s/veh		33.9			22.6			37.1				30.8
Approach LOS		C			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.2	30.5	33.4		27.2	5.9	58.0				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		35.2	35.4	32.8		* 36	5.0	63.2				
Max Q Clear Time (g_c+I1), s		19.4	25.3	23.4		20.3	2.6	16.7				
Green Ext Time (p_c), s		2.0	0.5	3.8		0.1	0.0	6.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.7									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

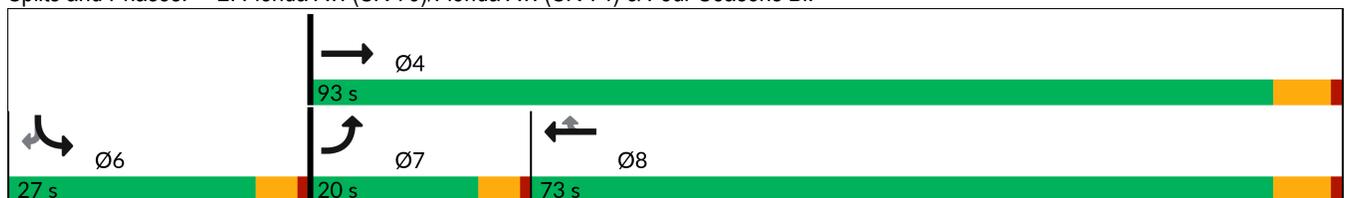


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑	↑↑↑	↖	↘	↘
Traffic Volume (vph)	65	1392	1150	63	42	37
Future Volume (vph)	65	1392	1150	63	42	37
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	20.0	93.0	73.0	73.0	27.0	27.0
Total Split (%)	16.7%	77.5%	60.8%	60.8%	22.5%	22.5%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	7.4	34.5	28.7	28.7	6.8	6.8
Actuated g/C Ratio	0.17	0.81	0.67	0.67	0.16	0.16
v/c Ratio	0.22	0.51	0.35	0.06	0.16	0.14
Control Delay (s/veh)	22.9	4.3	8.1	3.1	23.4	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.9	4.3	8.1	3.1	23.4	10.7
LOS	C	A	A	A	C	B
Approach Delay (s/veh)		5.1	7.9		17.4	
Approach LOS		A	A		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 42.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay (s/veh): 6.7
 Intersection LOS: A
 Intersection Capacity Utilization 51.6%
 ICU Level of Service A
 Analysis Period (min) 15

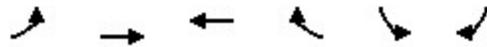
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↘	↑↑	↑↑↑	↗	↘	↗	
Traffic Volume (veh/h)	65	1392	1150	63	42	37	
Future Volume (veh/h)	65	1392	1150	63	42	37	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	68	1450	1198	43	44	28	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	118	2339	2427	753	123	110	
Arrive On Green	0.07	0.66	0.48	0.48	0.07	0.07	
Sat Flow, veh/h	1781	3647	5274	1585	1781	1585	
Grp Volume(v), veh/h	68	1450	1198	43	44	28	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1585	1781	1585	
Q Serve(g_s), s	1.5	9.3	6.4	0.6	0.9	0.7	
Cycle Q Clear(g_c), s	1.5	9.3	6.4	0.6	0.9	0.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	118	2339	2427	753	123	110	
V/C Ratio(X)	0.57	0.62	0.49	0.06	0.36	0.26	
Avail Cap(c_a), veh/h	693	7793	8617	2675	1008	897	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	17.9	3.9	7.1	5.6	17.6	17.5	
Incr Delay (d2), s/veh	1.6	0.3	0.2	0.0	0.7	0.5	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	0.1	1.1	0.1	0.4	0.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	19.6	4.2	7.3	5.6	18.2	17.9	
LnGrp LOS	B	A	A	A	B	B	
Approach Vol, veh/h		1518	1241		72		
Approach Delay, s/veh		4.9	7.2		18.1		
Approach LOS		A	A		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				32.2	7.3	7.2	25.0
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				86.8	22.4	15.4	66.8
Max Q Clear Time (g_c+I1), s				11.3	2.9	3.5	8.4
Green Ext Time (p_c), s				14.7	0.1	0.0	10.1
Intersection Summary							
HCM 7th Control Delay, s/veh			6.2				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh	16.1											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	42	10	333	48	12	20	70	306	6	84	6
Future Vol, veh/h	1	42	10	333	48	12	20	70	306	6	84	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	44	10	347	50	13	21	73	319	6	88	6
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	0.6		20.4	13.6
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	0%	100%	0%	0%	100%	0%	6%
Vol Thru, %	78%	0%	0%	100%	0%	0%	80%	88%
Vol Right, %	0%	100%	0%	0%	100%	0%	20%	6%
Sign Control	Stop							
Traffic Vol by Lane	90	306	1	42	10	333	60	96
LT Vol	20	0	1	0	0	333	0	6
Through Vol	70	0	0	42	0	0	48	84
RT Vol	0	306	0	0	10	0	12	6
Lane Flow Rate	94	319	1	44	10	347	63	100
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.171	0.51	0.002	0.089	0.019	0.663	0.108	0.198
Departure Headway (Hd)	6.577	5.761	7.843	7.332	6.616	6.883	6.232	7.13
Convergence, Y/N	Yes							
Cap	543	622	454	486	537	524	573	500
Service Time	4.346	3.529	5.637	5.125	4.409	4.645	3.993	4.917
HCM Lane V/C Ratio	0.173	0.513	0.002	0.091	0.019	0.662	0.11	0.2
HCM Control Delay, s/veh	10.7	14.4	10.7	10.8	9.5	22.3	9.8	11.7
HCM Lane LOS	B	B	B	B	A	C	A	B
HCM 95th-tile Q	0.6	2.9	0	0.3	0.1	4.8	0.4	0.7

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

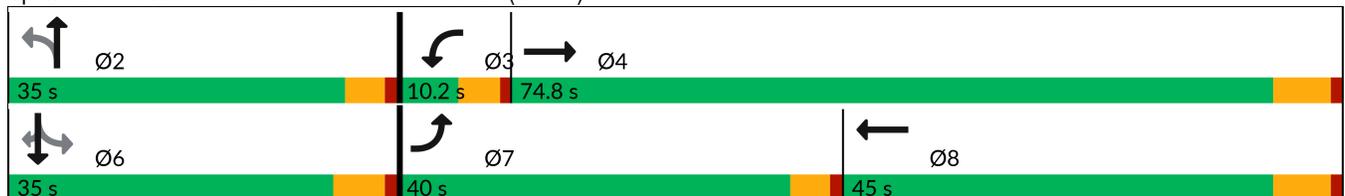


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕		↕		↕	↗
Traffic Volume (vph)	382	1042	19	867	6	4	37	3	340
Future Volume (vph)	382	1042	19	867	6	4	37	3	340
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	40.0	74.8	10.2	45.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	33.3%	62.3%	8.5%	37.5%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.9	57.6	5.5	31.3		13.3		12.9	12.9
Actuated g/C Ratio	0.29	0.67	0.06	0.36		0.15		0.15	0.15
v/c Ratio	0.80	0.48	0.18	0.77		0.06		0.21	0.67
Control Delay (s/veh)	42.8	9.1	50.3	30.5		29.1		38.7	10.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	42.8	9.1	50.3	30.5		29.1		38.7	10.7
LOS	D	A	D	C		C		D	B
Approach Delay (s/veh)		18.0		30.9		29.1		13.6	
Approach LOS		B		C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay (s/veh): 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 69.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Volume (veh/h)	382	1042	10	19	867	56	6	4	5	37	3	340
Future Volume (veh/h)	382	1042	10	19	867	56	6	4	5	37	3	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	406	1109	11	20	922	51	6	4	5	39	3	362
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1976	20	39	1100	61	172	116	117	409	29	399
Arrive On Green	0.25	0.55	0.55	0.02	0.32	0.32	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3605	36	1781	3424	189	468	462	465	1327	114	1585
Grp Volume(v), veh/h	406	547	573	20	478	495	15	0	0	42	0	362
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1836	1394	0	0	1441	0	1585
Q Serve(g_s), s	20.6	18.7	18.7	1.0	23.3	23.3	0.0	0.0	0.0	1.3	0.0	20.6
Cycle Q Clear(g_c), s	20.6	18.7	18.7	1.0	23.3	23.3	0.6	0.0	0.0	1.9	0.0	20.6
Prop In Lane	1.00		0.02	1.00		0.10	0.40		0.33	0.93		1.00
Lane Grp Cap(c), veh/h	443	974	1022	39	571	590	405	0	0	438	0	399
V/C Ratio(X)	0.92	0.56	0.56	0.52	0.84	0.84	0.04	0.00	0.00	0.10	0.00	0.91
Avail Cap(c_a), veh/h	678	1310	1374	107	741	766	504	0	0	526	0	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	13.7	13.7	45.0	29.3	29.3	26.3	0.0	0.0	26.7	0.0	33.7
Incr Delay (d2), s/veh	9.4	0.5	0.5	3.9	6.7	6.5	0.0	0.0	0.0	0.1	0.0	17.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	6.4	6.7	0.5	10.1	10.4	0.3	0.0	0.0	0.7	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	14.2	14.2	49.0	36.0	35.8	26.3	0.0	0.0	26.8	0.0	51.4
LnGrp LOS	D	B	B	D	D	D	C			C		D
Approach Vol, veh/h		1526			993			15				404
Approach Delay, s/veh		22.0			36.1			26.3				48.9
Approach LOS		C			D			C				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.2	6.6	57.2		29.2	27.7	36.1				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 30	5.6	68.6		29.2	35.4	38.8				
Max Q Clear Time (g_c+I1), s		2.6	3.0	20.7		22.6	22.6	25.3				
Green Ext Time (p_c), s		0.0	0.0	7.9		0.8	0.5	4.6				

Intersection Summary												
HCM 7th Control Delay, s/veh				30.5								
HCM 7th LOS				C								

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	102											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	166	150	3	38	279	37	10	373	72	31	260	151
Future Vol, veh/h	166	150	3	38	279	37	10	373	72	31	260	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	156	3	40	291	39	10	389	75	32	271	157
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	57.4	68.7	139.3	122.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	52%	11%	7%
Vol Thru, %	82%	47%	79%	59%
Vol Right, %	16%	1%	10%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	455	319	354	442
LT Vol	10	166	38	31
Through Vol	373	150	279	260
RT Vol	72	3	37	151
Lane Flow Rate	474	332	369	460
Geometry Grp	1	1	1	1
Degree of Util (X)	1.191	0.882	0.947	1.144
Departure Headway (Hd)	9.629	10.662	10.31	9.638
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	379	342	354	382
Service Time	7.629	8.662	8.31	7.638
HCM Lane V/C Ratio	1.251	0.971	1.042	1.204
HCM Control Delay, s/veh	139.3	57.4	68.7	122.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	18.1	8.4	10	16.5

Timings

6: Warren Rd. & Florida Av. (SR-74)

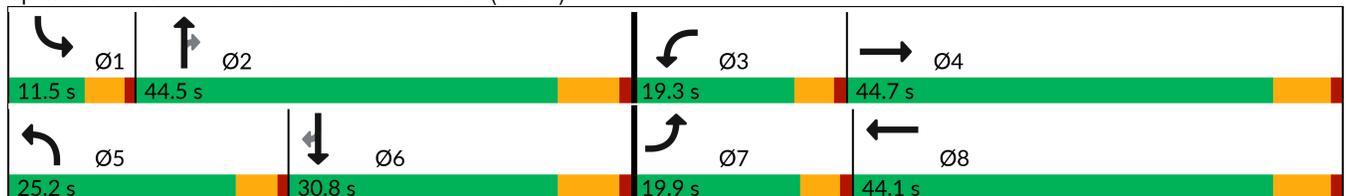


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	156	816	151	738	224	285	281	37	130	134
Future Volume (vph)	156	816	151	738	224	285	281	37	130	134
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	19.9	44.7	19.3	44.1	25.2	44.5	44.5	11.5	30.8	30.8
Total Split (%)	16.6%	37.3%	16.1%	36.8%	21.0%	37.1%	37.1%	9.6%	25.7%	25.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	13.2	35.1	12.8	34.7	17.5	28.5	28.5	6.3	12.6	12.6
Actuated g/C Ratio	0.13	0.35	0.13	0.35	0.17	0.28	0.28	0.06	0.13	0.13
v/c Ratio	0.72	0.84	0.72	0.66	0.78	0.30	0.45	0.36	0.31	0.43
Control Delay (s/veh)	62.4	38.1	62.9	32.0	59.8	31.2	6.0	59.3	43.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	38.1	62.9	32.0	59.8	31.2	6.0	59.3	43.6	9.9
LOS	E	D	E	C	E	C	A	E	D	A
Approach Delay (s/veh)		41.5		37.2		30.4			30.5	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 74.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	816	140	151	738	14	224	285	281	37	130	134
Future Volume (veh/h)	156	816	140	151	738	14	224	285	281	37	130	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	877	96	162	794	6	241	306	144	40	140	54
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1084	119	199	1200	9	282	867	387	65	435	194
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.16	0.24	0.24	0.04	0.12	0.12
Sat Flow, veh/h	1781	3230	354	1781	3615	27	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	168	482	491	162	390	410	241	306	144	40	140	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1777	1865	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.4	19.9	19.9	7.2	15.1	15.1	10.6	5.7	6.1	1.8	2.9	2.5
Cycle Q Clear(g_c), s	7.4	19.9	19.9	7.2	15.1	15.1	10.6	5.7	6.1	1.8	2.9	2.5
Prop In Lane	1.00		0.20	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	597	607	199	590	619	282	867	387	65	435	194
V/C Ratio(X)	0.82	0.81	0.81	0.81	0.66	0.66	0.86	0.35	0.37	0.61	0.32	0.28
Avail Cap(c_a), veh/h	338	849	863	325	836	877	455	1676	747	153	1072	478
HCM Platoon Ratio	1.00	1.00	1.00	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	34.8	24.4	24.4	35.0	23.0	23.0	33.0	25.2	25.3	38.2	32.3	32.1
Incr Delay (d2), s/veh	3.0	3.9	3.9	3.1	1.3	1.2	4.7	0.2	0.6	3.4	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.0	8.1	3.0	5.8	6.1	4.5	2.2	2.1	0.8	1.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	28.3	28.3	38.0	24.3	24.3	37.7	25.4	25.9	41.7	32.7	32.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1141			962			691			234	
Approach Delay, s/veh		29.7			26.6			29.8			34.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	26.2	13.6	33.3	17.4	16.4	13.9	33.0				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	6.9	38.0	14.7	38.5	20.6	24.3	15.3	37.9				
Max Q Clear Time (g_c+I1), s	3.8	8.1	9.2	21.9	12.6	4.9	9.4	17.1				
Green Ext Time (p_c), s	0.0	2.2	0.1	5.1	0.2	0.8	0.1	4.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				29.1								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	3	210	342	10	8	1
Future Vol, veh/h	3	210	342	10	8	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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	239	389	11	9	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	400	0	-	0	640 394
Stage 1	-	-	-	-	394 -
Stage 2	-	-	-	-	245 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1159	-	-	-	440 655
Stage 1	-	-	-	-	681 -
Stage 2	-	-	-	-	795 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	438 655
Mov Cap-2 Maneuver	-	-	-	-	438 -
Stage 1	-	-	-	-	679 -
Stage 2	-	-	-	-	795 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.11	0	13.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	25	-	-	-	455
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s/veh)	8.1	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	191	27	147	306	0	44	1	166	0	0	2
Future Vol, veh/h	0	191	27	147	306	0	44	1	166	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	220	31	169	352	0	51	1	191	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	251	0	0	925	925	235	910	940	352
Stage 1	-	-	-	-	-	-	235	235	-	690	690	-
Stage 2	-	-	-	-	-	-	690	690	-	220	251	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1315	-	-	250	269	804	256	264	692
Stage 1	-	-	-	-	-	-	768	710	-	436	446	-
Stage 2	-	-	-	-	-	-	436	446	-	782	699	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1207	-	-	1315	-	-	209	226	804	163	221	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	226	-	163	221	-
Stage 1	-	-	-	-	-	-	768	710	-	366	375	-
Stage 2	-	-	-	-	-	-	365	375	-	596	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.64	18.76	10.22
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1207	-	-	584	-	-	692
HCM Lane V/C Ratio	0.484	-	-	-	0.129	-	-	0.003
HCM Control Delay (s/veh)	18.8	0	-	-	8.1	0	-	10.2
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	2.6	0	-	-	0.4	-	-	0

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

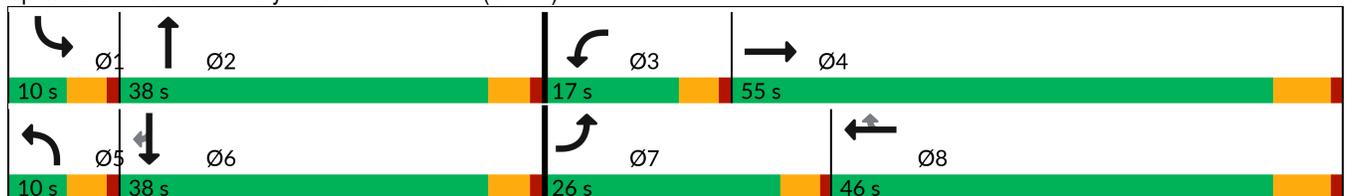


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↗↗	↶	↗↗	↶	↶	↗	↶	↗	↶
Traffic Volume (vph)	157	894	76	762	9	10	23	11	13	65
Future Volume (vph)	157	894	76	762	9	10	23	11	13	65
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	26.0	55.0	17.0	46.0	46.0	10.0	38.0	10.0	38.0	38.0
Total Split (%)	21.7%	45.8%	14.2%	38.3%	38.3%	8.3%	31.7%	8.3%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.7	34.8	8.9	23.8	23.8	6.3	14.6	6.3	14.6	14.6
Actuated g/C Ratio	0.20	0.54	0.14	0.37	0.37	0.10	0.23	0.10	0.23	0.23
v/c Ratio	0.50	0.53	0.35	0.64	0.02	0.06	0.16	0.07	0.03	0.15
Control Delay (s/veh)	34.7	17.1	38.1	22.2	0.0	41.7	15.6	41.7	27.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.7	17.1	38.1	22.2	0.0	41.7	15.6	41.7	27.9	0.7
LOS	C	B	D	C	A	D	B	D	C	A
Approach Delay (s/veh)		19.7		23.4			19.3		9.7	
Approach LOS		B		C			B		A	

Intersection Summary

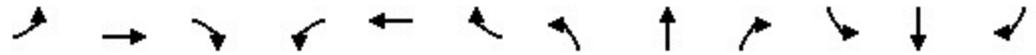
Cycle Length: 120	
Actuated Cycle Length: 64.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	157	894	18	76	762	9	10	23	37	11	13	65
Future Volume (veh/h)	157	894	18	76	762	9	10	23	37	11	13	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	982	18	84	837	8	11	25	26	12	14	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	1461	27	123	1254	547	25	88	91	27	199	168
Arrive On Green	0.13	0.41	0.41	0.07	0.35	0.35	0.01	0.11	0.11	0.02	0.11	0.11
Sat Flow, veh/h	1781	3570	65	1781	3554	1549	1781	833	866	1781	1870	1583
Grp Volume(v), veh/h	173	489	511	84	837	8	11	0	51	12	14	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1549	1781	0	1699	1781	1870	1583
Q Serve(g_s), s	4.7	11.2	11.2	2.3	10.0	0.2	0.3	0.0	1.4	0.3	0.3	0.7
Cycle Q Clear(g_c), s	4.7	11.2	11.2	2.3	10.0	0.2	0.3	0.0	1.4	0.3	0.3	0.7
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	223	727	760	123	1254	547	25	0	179	27	199	168
V/C Ratio(X)	0.78	0.67	0.67	0.69	0.67	0.01	0.44	0.00	0.29	0.44	0.07	0.15
Avail Cap(c_a), veh/h	761	1732	1812	441	2825	1232	192	0	1130	192	1244	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	12.1	12.1	22.8	13.7	10.5	24.5	0.0	20.7	24.4	20.1	20.3
Incr Delay (d2), s/veh	2.2	1.1	1.0	2.5	0.6	0.0	4.3	0.0	0.9	4.1	0.1	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	1.7	3.2	3.3	0.9	2.9	0.0	0.2	0.0	0.5	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	13.1	13.1	25.3	14.3	10.5	28.8	0.0	21.5	28.5	20.3	20.7
LnGrp LOS	C	B	B	C	B	B	C		C	C	C	C
Approach Vol, veh/h		1173			929			62				51
Approach Delay, s/veh		14.6			15.3			22.8				22.4
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	10.0	8.0	26.7	5.3	10.0	10.9	23.9				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	5.4	33.3	12.4	48.8	5.4	33.3	21.4	39.8				
Max Q Clear Time (g_c+I1), s	2.3	3.4	4.3	13.2	2.3	2.7	6.7	12.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	6.5	0.0	0.1	0.2	5.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	986	275	0	1039	0	7
Future Vol, veh/h	986	275	0	1039	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	996	278	0	1049	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	637
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	420
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	420
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	13.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s/veh)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)

11/12/2024

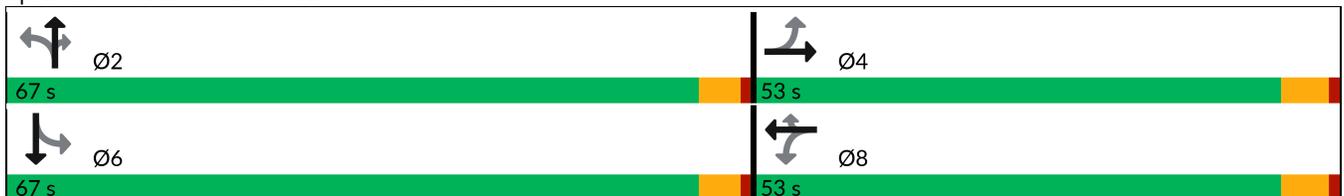


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	219	46	260	29	24	188	75	28	217
Future Volume (vph)	132	219	46	260	29	24	188	75	28	217
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	53.0	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	17.9	17.9	17.9	17.9	17.9
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.40	0.22	0.14	0.46	0.06	0.09	0.27	0.12	0.06	0.63
Control Delay (s/veh)	16.5	11.5	12.8	15.2	8.4	9.5	9.8	3.1	8.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.5	11.5	12.8	15.2	8.4	9.5	9.8	3.1	8.8	13.3
LOS	B	B	B	B	A	A	A	A	A	B
Approach Delay (s/veh)		13.3		14.3			8.1			13.0
Approach LOS		B		B			A			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 43.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 58.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

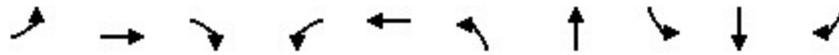
Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	132	219	20	46	260	29	24	188	75	28	217	205
Future Volume (veh/h)	132	219	20	46	260	29	24	188	75	28	217	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	243	16	51	289	21	27	209	59	31	241	160
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	469	1200	79	557	663	562	360	641	543	505	359	239
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1069	3386	222	1120	1870	1585	984	1870	1585	1111	1049	696
Grp Volume(v), veh/h	147	127	132	51	289	21	27	209	59	31	0	401
Grp Sat Flow(s),veh/h/ln	1069	1777	1830	1120	1870	1585	984	1870	1585	1111	0	1745
Q Serve(g_s), s	4.1	1.7	1.7	1.1	3.9	0.3	0.8	2.8	0.8	0.7	0.0	6.5
Cycle Q Clear(g_c), s	8.0	1.7	1.7	2.8	3.9	0.3	7.3	2.8	0.8	3.5	0.0	6.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	469	630	649	557	663	562	360	641	543	505	0	598
V/C Ratio(X)	0.31	0.20	0.20	0.09	0.44	0.04	0.07	0.33	0.11	0.06	0.00	0.67
Avail Cap(c_a), veh/h	1617	2537	2613	1759	2670	2263	1861	3495	2962	2201	0	3261
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	11.3	7.5	7.5	8.5	8.2	7.0	12.5	8.1	7.5	9.4	0.0	9.4
Incr Delay (d2), s/veh	0.4	0.2	0.2	0.1	0.5	0.0	0.1	0.3	0.1	0.1	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.4	0.2	1.0	0.1	0.1	0.8	0.2	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.6	7.6	7.6	8.5	8.7	7.1	12.6	8.4	7.6	9.4	0.0	10.7
LnGrp LOS	B	A	A	A	A	A	B	A	A	A		B
Approach Vol, veh/h		406			361			295				432
Approach Delay, s/veh		9.1			8.6			8.6				10.6
Approach LOS		A			A			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		17.2		16.1		17.2				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		62.3		47.6		62.3		47.6				
Max Q Clear Time (g_c+I1), s		9.3		10.0		8.5		5.9				
Green Ext Time (p_c), s		1.7		2.1		3.1		2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				9.3								
HCM 7th LOS				A								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

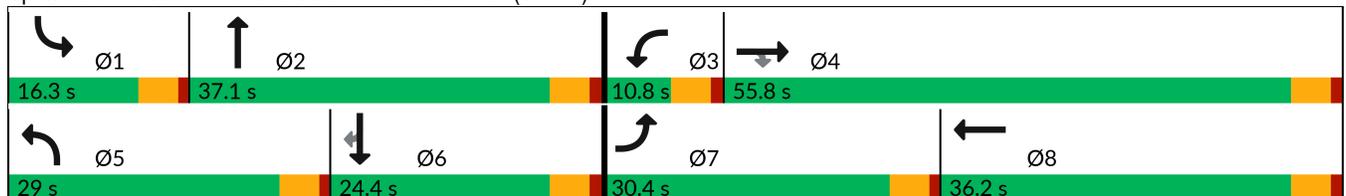


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	231	741	21	28	622	217	49	76	83	200
Future Volume (vph)	231	741	21	28	622	217	49	76	83	200
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	30.4	55.8	55.8	10.8	36.2	29.0	37.1	16.3	24.4	24.4
Total Split (%)	25.3%	46.5%	46.5%	9.0%	30.2%	24.2%	30.9%	13.6%	20.3%	20.3%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.7	39.9	39.9	5.9	24.0	15.9	17.9	8.4	11.5	11.5
Actuated g/C Ratio	0.19	0.45	0.45	0.07	0.27	0.18	0.20	0.10	0.13	0.13
v/c Ratio	0.70	0.47	0.03	0.25	0.73	0.69	0.09	0.46	0.35	0.54
Control Delay (s/veh)	47.0	19.2	0.0	51.8	34.9	47.6	25.9	51.6	44.6	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.0	19.2	0.0	51.8	34.9	47.6	25.9	51.6	44.6	12.1
LOS	D	B	A	D	C	D	C	D	D	B
Approach Delay (s/veh)		25.3			35.5		42.7		28.0	
Approach LOS		C			D		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay (s/veh): 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 62.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	741	21	28	622	63	217	49	14	76	83	200
Future Volume (veh/h)	231	741	21	28	622	63	217	49	14	76	83	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	756	12	29	635	47	221	50	12	78	85	162
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1387	618	56	875	65	270	695	161	102	277	234
Arrive On Green	0.16	0.39	0.39	0.03	0.26	0.26	0.15	0.24	0.24	0.06	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3354	248	1781	2864	664	1781	1870	1576
Grp Volume(v), veh/h	236	756	12	29	336	346	221	30	32	78	85	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1825	1781	1777	1751	1781	1870	1576
Q Serve(g_s), s	8.6	11.0	0.3	1.1	11.5	11.5	8.0	0.9	0.9	2.9	2.7	6.5
Cycle Q Clear(g_c), s	8.6	11.0	0.3	1.1	11.5	11.5	8.0	0.9	0.9	2.9	2.7	6.5
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	286	1387	618	56	464	476	270	431	425	102	277	234
V/C Ratio(X)	0.83	0.55	0.02	0.52	0.72	0.73	0.82	0.07	0.07	0.76	0.31	0.69
Avail Cap(c_a), veh/h	689	2722	1214	166	839	862	651	863	850	312	552	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	15.8	12.5	31.8	22.5	22.5	27.4	19.5	19.5	31.0	25.3	27.0
Incr Delay (d2), s/veh	2.3	0.3	0.0	2.8	2.2	2.1	2.3	0.1	0.1	4.4	0.6	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	3.6	4.0	0.1	0.5	4.7	4.8	3.4	0.4	0.4	1.3	1.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	16.1	12.5	34.6	24.6	24.6	29.8	19.5	19.6	35.4	26.0	30.6
LnGrp LOS	C	B	B	C	C	C	C	B	B	D	C	C
Approach Vol, veh/h	1004			711			283			325		
Approach Delay, s/veh	19.2			25.0			27.5			30.6		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	20.9	6.7	30.7	14.7	14.6	15.3	22.1				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	11.7	32.4	6.2	51.1	24.4	19.7	25.8	31.5				
Max Q Clear Time (g_c+I1), s	4.9	2.9	3.1	13.0	10.0	8.5	10.6	13.5				
Green Ext Time (p_c), s	0.0	0.3	0.0	5.9	0.3	0.7	0.3	3.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				23.6								
HCM 7th LOS				C								

**APPENDIX 3.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

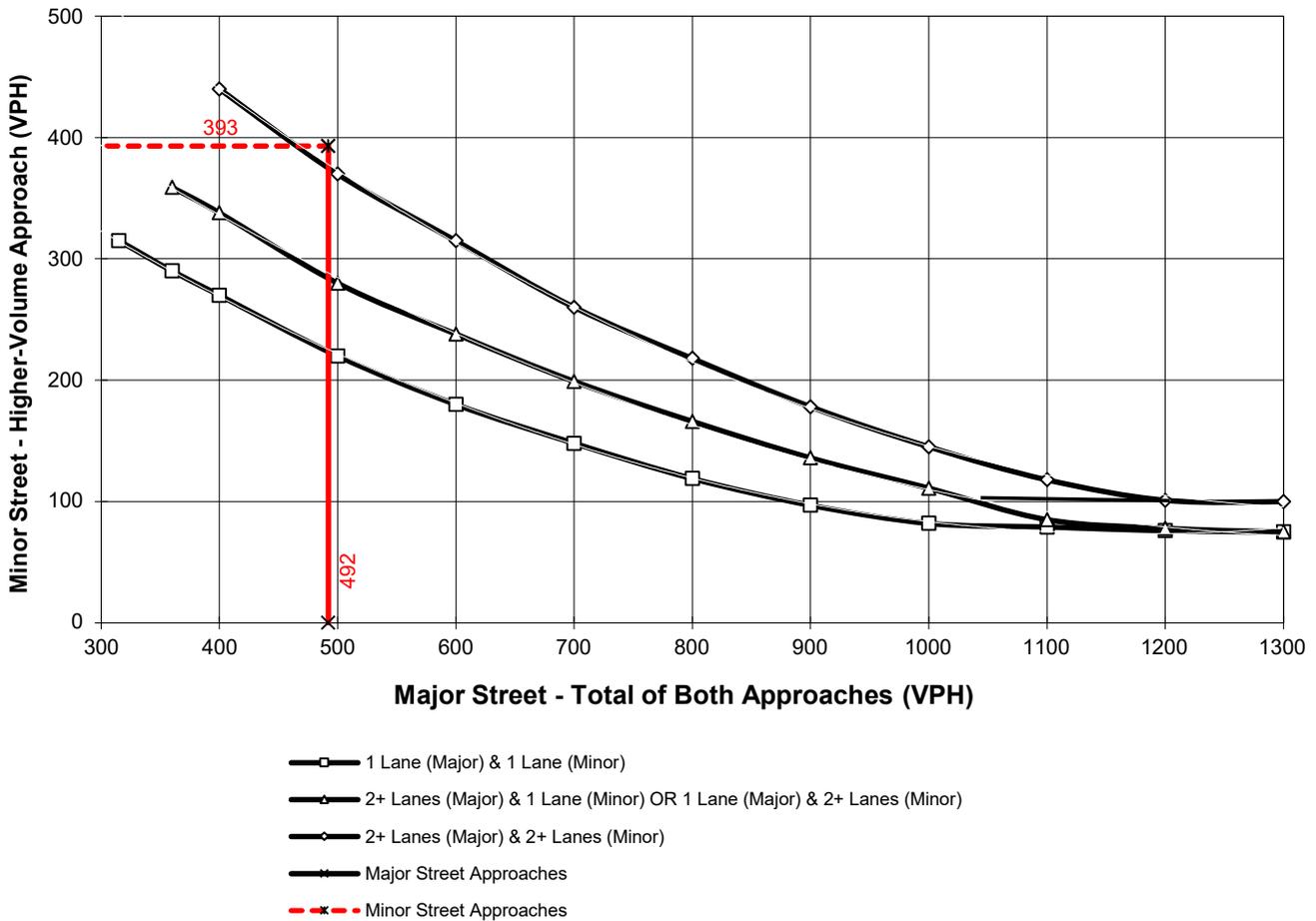
Major Street Name = **Warren Rd.**

Total of Both Approaches (VPH) = **492**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Devonshire Av.**

High Volume Approach (VPH) = **393**
 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 (2024) Conditions - Weekday PM Peak Hour**

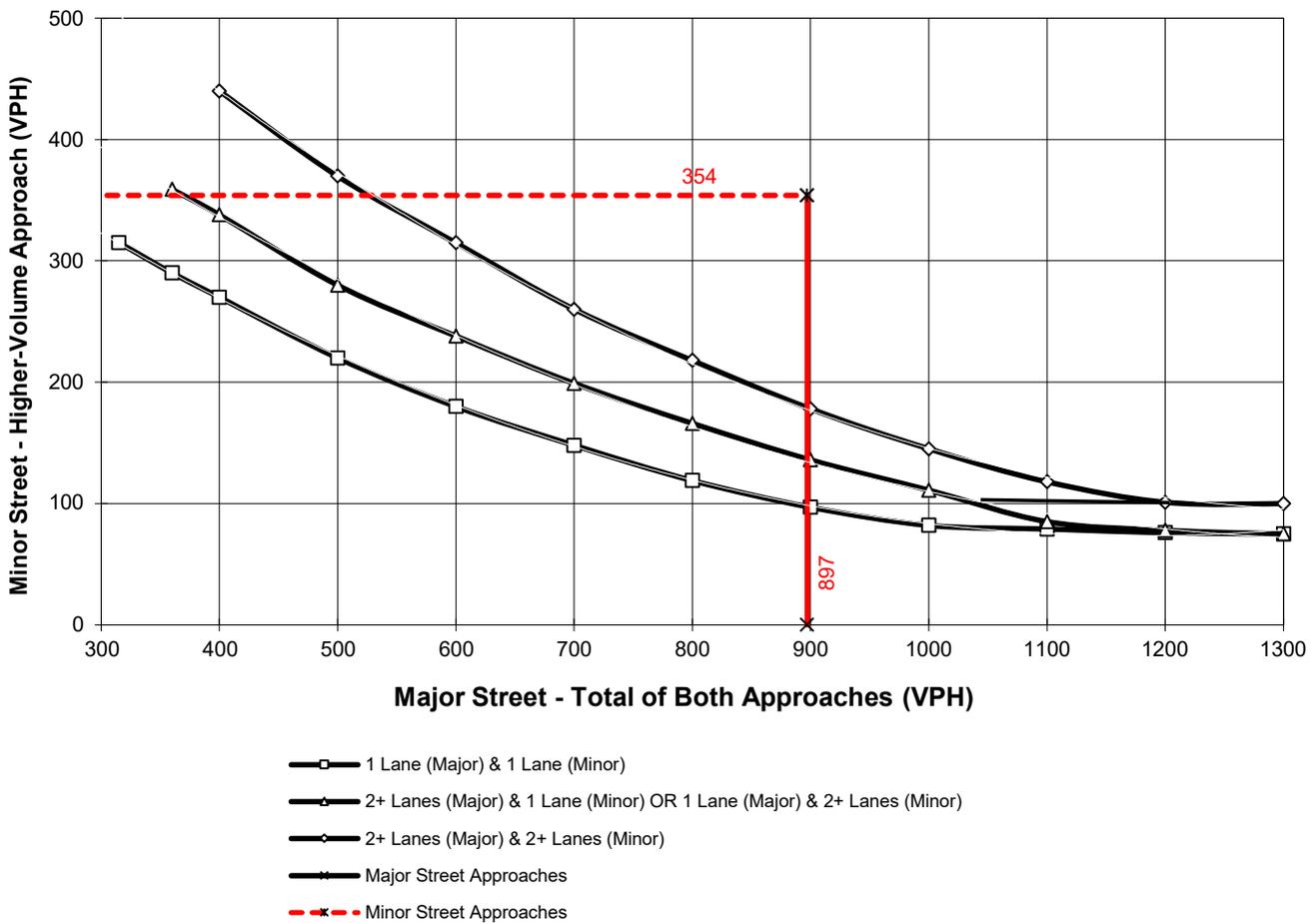
Major Street Name = **Warren Rd.**

Total of Both Approaches (VPH) = **897**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Devonshire Av.**

High Volume Approach (VPH) = **354**
 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-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Old Warren Rd.**

Total of Both Approaches (VPH) = **13**

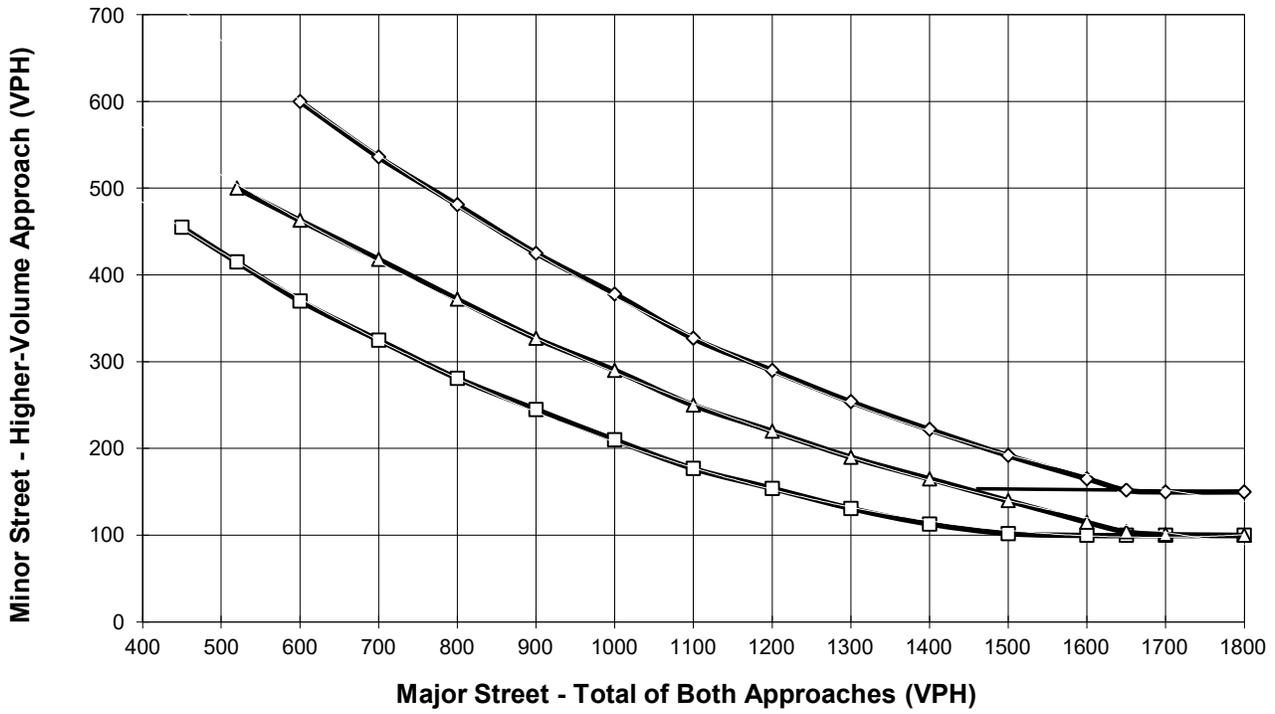
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Celeste Rd.**

High Volume Approach (VPH) = **9**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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 (2024) Conditions - Weekday AM Peak Hour**

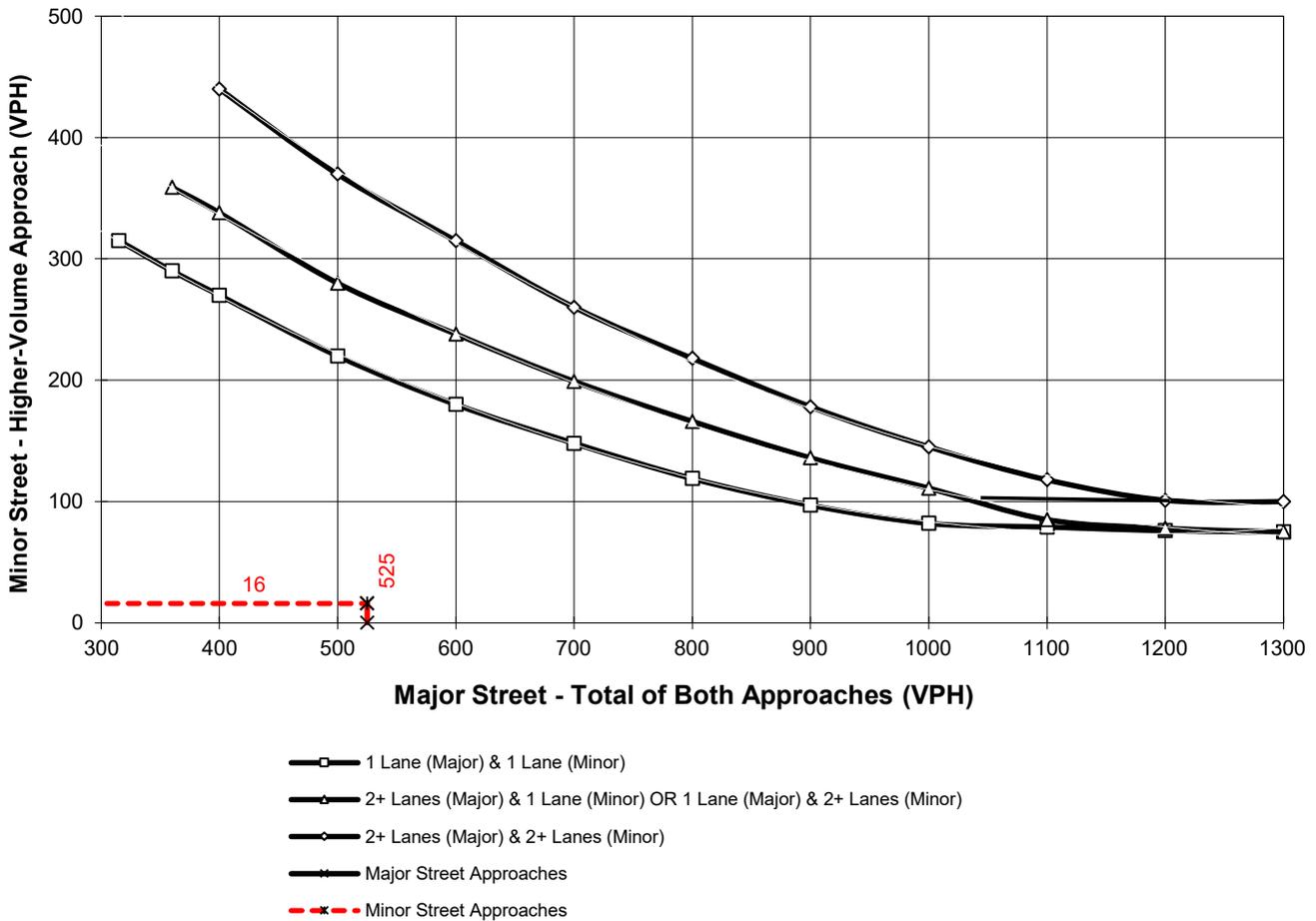
Major Street Name = **Devonshire Av.**

Total of Both Approaches (VPH) = **525**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Old Warren Rd.**

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-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 (2024) Conditions - Weekday PM Peak Hour**

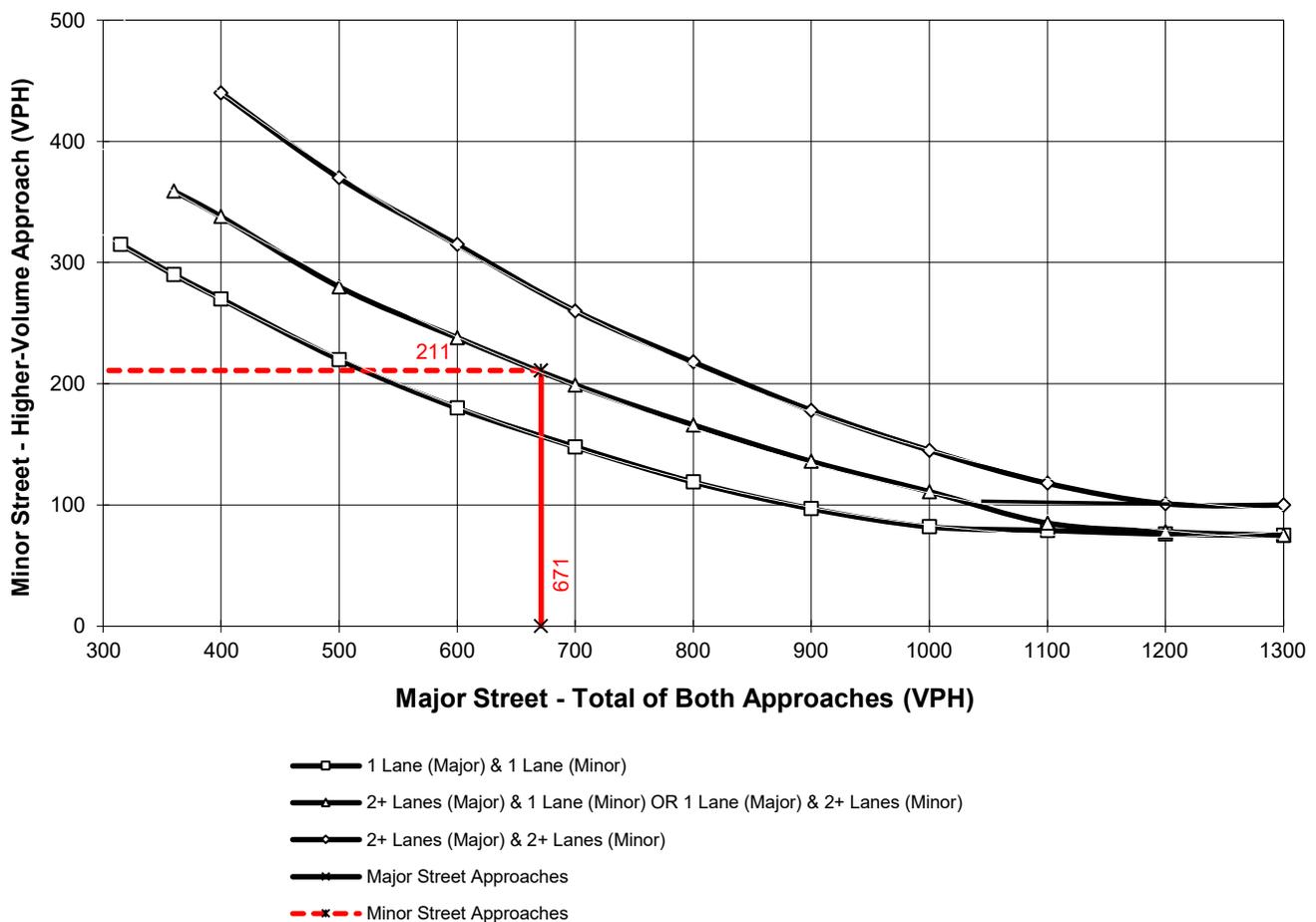
Major Street Name = **Devonshire Av.**

Total of Both Approaches (VPH) = **671**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Myers St.**

High Volume Approach (VPH) = **211**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.1: EAP (2029) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

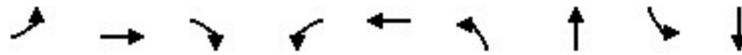
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Timings

Tres Cerritos TA (JN:15939)

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	827	131	559	958	102	7	31	49
Future Volume (vph)	14	827	131	559	958	102	7	31	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	35.0	35.0	43.0	68.4	42.0	42.0	42.0	42.0
Total Split (%)	8.0%	29.2%	29.2%	35.8%	57.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	29.0	29.0	38.7	68.8	16.5	16.5	17.3	17.3
Actuated g/C Ratio	0.05	0.29	0.29	0.38	0.68	0.16	0.16	0.17	0.17
v/c Ratio	0.17	0.87	0.26	0.89	0.46	0.50	0.70	0.46	0.17
Control Delay (s/veh)	54.4	46.0	6.9	47.0	10.4	45.5	10.5	56.3	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	46.0	6.9	47.0	10.4	45.5	10.5	56.3	34.5
LOS	D	D	A	D	B	D	B	E	C
Approach Delay (s/veh)		40.9			23.4		17.7		42.8
Approach LOS		D			C		B		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay (s/veh): 28.4
 Intersection LOS: C
 Intersection Capacity Utilization 92.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

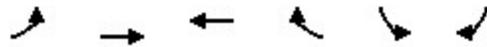
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	14	827	131	559	958	60	102	7	391	31	49	1
Future Volume (veh/h)	14	827	131	559	958	60	102	7	391	31	49	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	889	85	601	1030	49	110	8	253	33	53	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	993	441	631	2129	101	306	10	302	117	358	7
Arrive On Green	0.02	0.28	0.28	0.35	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1577	1781	3453	164	1350	49	1544	1118	1830	35
Grp Volume(v), veh/h	15	889	85	601	530	549	110	0	261	33	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1577	1781	1777	1841	1350	0	1592	1118	0	1864
Q Serve(g_s), s	0.8	23.4	4.0	32.0	15.9	15.9	7.2	0.0	15.3	2.8	0.0	2.3
Cycle Q Clear(g_c), s	0.8	23.4	4.0	32.0	15.9	15.9	9.5	0.0	15.3	18.2	0.0	2.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.97	1.00		0.02
Lane Grp Cap(c), veh/h	31	993	441	631	1096	1135	306	0	312	117	0	365
V/C Ratio(X)	0.49	0.90	0.19	0.95	0.48	0.48	0.36	0.00	0.84	0.28	0.00	0.15
Avail Cap(c_a), veh/h	91	1051	466	703	1135	1176	544	0	592	326	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	33.7	26.7	30.6	10.2	10.2	36.4	0.0	37.7	46.4	0.0	32.4
Incr Delay (d2), s/veh	4.5	9.7	0.2	21.1	0.3	0.3	0.7	0.0	5.9	1.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.6	1.4	16.1	5.1	5.3	2.3	0.0	6.2	0.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	43.4	26.9	51.7	10.5	10.5	37.1	0.0	43.6	47.7	0.0	32.6
LnGrp LOS	D	D	C	D	B	B	D		D	D		C
Approach Vol, veh/h		989			1680			371				87
Approach Delay, s/veh		42.2			25.2			41.7				38.3
Approach LOS		D			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.9	39.1	33.4		24.9	6.3	66.2				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	38.4	28.8		* 37	5.0	62.2				
Max Q Clear Time (g_c+I1), s		17.3	34.0	25.4		20.2	2.8	17.9				
Green Ext Time (p_c), s		1.7	0.5	1.8		0.3	0.0	7.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.9									
HCM 7th LOS			C									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

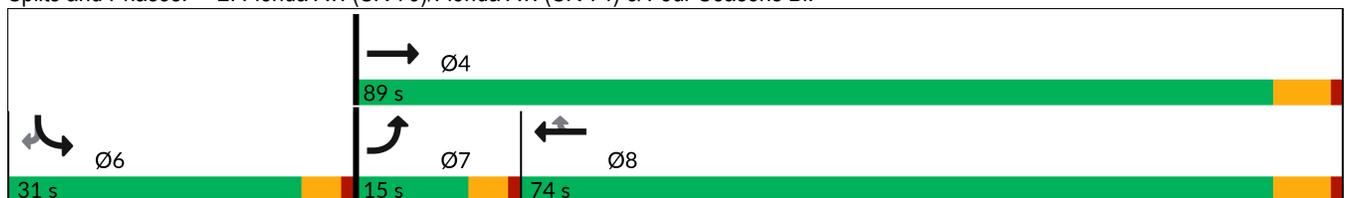


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↖↖	↖	↘	↘
Traffic Volume (vph)	18	1237	1207	31	19	72
Future Volume (vph)	18	1237	1207	31	19	72
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	15.0	89.0	74.0	74.0	31.0	31.0
Total Split (%)	12.5%	74.2%	61.7%	61.7%	25.8%	25.8%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	6.1	27.9	26.6	26.6	6.2	6.2
Actuated g/C Ratio	0.17	0.77	0.74	0.74	0.17	0.17
v/c Ratio	0.06	0.48	0.34	0.03	0.07	0.23
Control Delay (s/veh)	20.2	4.3	4.9	2.8	19.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.2	4.3	4.9	2.8	19.7	8.6
LOS	C	A	A	A	B	A
Approach Delay (s/veh)		4.6	4.9		10.9	
Approach LOS		A	A		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 36.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	

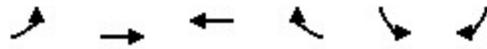
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↙	↑↑	↑↑↑	↘	↙	↘	
Traffic Volume (veh/h)	18	1237	1207	31	19	72	
Future Volume (veh/h)	18	1237	1207	31	19	72	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	19	1316	1284	33	20	77	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	42	2286	2569	797	148	131	
Arrive On Green	0.02	0.64	0.50	0.50	0.08	0.08	
Sat Flow, veh/h	1781	3647	5274	1583	1781	1585	
Grp Volume(v), veh/h	19	1316	1284	33	20	77	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1583	1781	1585	
Q Serve(g_s), s	0.4	8.3	6.6	0.4	0.4	1.8	
Cycle Q Clear(g_c), s	0.4	8.3	6.6	0.4	0.4	1.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	42	2286	2569	797	148	131	
V/C Ratio(X)	0.45	0.58	0.50	0.04	0.14	0.59	
Avail Cap(c_a), veh/h	469	7455	8771	2720	1191	1060	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	19.0	4.0	6.5	5.0	16.8	17.4	
Incr Delay (d2), s/veh	2.7	0.2	0.2	0.0	0.2	1.5	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.2	1.0	0.1	0.2	1.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	21.7	4.2	6.7	5.0	16.9	19.0	
LnGrp LOS	C	A	A	A	B	B	
Approach Vol, veh/h		1335	1317		97		
Approach Delay, s/veh		4.5	6.6		18.6		
Approach LOS		A	A		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				31.6	7.9	5.5	26.1
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				82.8	26.4	10.4	67.8
Max Q Clear Time (g_c+I1), s				10.3	3.8	2.4	8.6
Green Ext Time (p_c), s				12.2	0.1	0.0	11.2
Intersection Summary							
HCM 7th Control Delay, s/veh			6.0				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh	40.4											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗		↙	↗		↕	
Traffic Vol, veh/h	1	43	7	441	17	7	4	50	315	12	62	0
Future Vol, veh/h	1	43	7	441	17	7	4	50	315	12	62	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	50	8	513	20	8	5	58	366	14	72	0
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	1.6	65.1	18.8	12.7
HCM LOS	B	F	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	0%	100%	0%	0%	100%	0%	16%
Vol Thru, %	93%	0%	0%	100%	0%	0%	71%	84%
Vol Right, %	0%	100%	0%	0%	100%	0%	29%	0%
Sign Control	Stop							
Traffic Vol by Lane	54	315	1	43	7	441	24	74
LT Vol	4	0	1	0	0	441	0	12
Through Vol	50	0	0	43	0	0	17	62
RT Vol	0	315	0	0	7	0	7	0
Lane Flow Rate	63	366	1	50	8	513	28	86
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.123	0.644	0.003	0.11	0.016	1.006	0.049	0.19
Departure Headway (Hd)	7.198	6.454	8.605	8.09	7.368	7.065	6.347	8.116
Convergence, Y/N	Yes							
Cap	501	564	418	446	489	513	560	445
Service Time	4.898	4.154	6.305	5.79	5.068	4.854	4.135	5.816
HCM Lane V/C Ratio	0.126	0.649	0.002	0.112	0.016	1	0.05	0.193
HCM Control Delay, s/veh	10.9	20.1	11.3	11.8	10.2	68.1	9.5	12.7
HCM Lane LOS	B	C	B	B	B	F	A	B
HCM 95th-tile Q	0.4	4.6	0	0.4	0	14	0.2	0.7

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

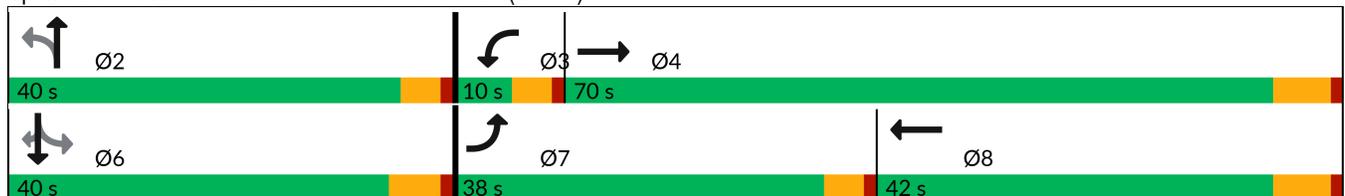


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↶↷	↶	↶↷		↷		↷	↷
Traffic Volume (vph)	316	935	7	791	9	7	43	3	438
Future Volume (vph)	316	935	7	791	9	7	43	3	438
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	38.0	70.0	10.0	42.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	31.7%	58.3%	8.3%	35.0%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.4	47.8	5.4	24.8		13.7		13.1	13.1
Actuated g/C Ratio	0.26	0.64	0.07	0.33		0.18		0.17	0.17
v/c Ratio	0.70	0.43	0.06	0.72		0.09		0.20	0.69
Control Delay (s/veh)	35.9	8.4	43.4	27.3		21.4		32.5	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	35.9	8.4	43.4	27.3		21.4		32.5	9.7
LOS	D	A	D	C		C		C	A
Approach Delay (s/veh)		15.3		27.4		21.4		11.9	
Approach LOS		B		C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 75
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay (s/veh): 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 72.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Volume (veh/h)	316	935	4	7	791	31	9	7	13	43	3	438
Future Volume (veh/h)	316	935	4	7	791	31	9	7	13	43	3	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	322	954	4	7	807	24	9	7	13	44	3	447
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1746	7	16	1007	30	164	134	197	497	31	493
Arrive On Green	0.20	0.48	0.48	0.01	0.29	0.29	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3629	15	1781	3524	105	347	433	633	1329	100	1585
Grp Volume(v), veh/h	322	467	491	7	407	424	29	0	0	47	0	447
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1851	1413	0	0	1430	0	1585
Q Serve(g_s), s	14.6	15.4	15.4	0.3	17.7	17.7	0.0	0.0	0.0	0.7	0.0	22.6
Cycle Q Clear(g_c), s	14.6	15.4	15.4	0.3	17.7	17.7	1.0	0.0	0.0	1.7	0.0	22.6
Prop In Lane	1.00		0.01	1.00		0.06	0.31		0.45	0.94		1.00
Lane Grp Cap(c), veh/h	364	855	898	16	508	529	496	0	0	528	0	493
V/C Ratio(X)	0.89	0.55	0.55	0.44	0.80	0.80	0.06	0.00	0.00	0.09	0.00	0.91
Avail Cap(c_a), veh/h	714	1361	1430	115	764	796	648	0	0	669	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	15.2	15.2	41.1	27.5	27.6	20.1	0.0	0.0	20.3	0.0	27.6
Incr Delay (d2), s/veh	2.9	0.5	0.5	6.8	3.7	3.5	0.0	0.0	0.0	0.1	0.0	13.7
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	6.0	5.3	5.6	0.2	7.2	7.5	0.4	0.0	0.0	0.6	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	15.8	15.7	47.9	31.2	31.1	20.2	0.0	0.0	20.4	0.0	41.3
LnGrp LOS	D	B	B	D	C	C	C			C		D
Approach Vol, veh/h		1280			838			29				494
Approach Delay, s/veh		20.6			31.3			20.2				39.3
Approach LOS		C			C			C				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.7	5.3	46.3		31.7	21.6	30.0				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 35	5.4	63.8		34.2	33.4	35.8				
Max Q Clear Time (g_c+I1), s		3.0	2.3	17.4		24.6	16.6	19.7				
Green Ext Time (p_c), s		0.1	0.0	6.2		1.3	0.4	4.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.5
HCM 7th LOS		C

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	204.7											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	191	186	4	75	302	36	6	409	48	28	347	202
Future Vol, veh/h	191	186	4	75	302	36	6	409	48	28	347	202
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	203	198	4	80	321	38	6	435	51	30	369	215
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	144.1		193.2	
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	50%	18%	5%
Vol Thru, %	88%	49%	73%	60%
Vol Right, %	10%	1%	9%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	463	381	413	577
LT Vol	6	191	75	28
Through Vol	409	186	302	347
RT Vol	48	4	36	202
Lane Flow Rate	493	405	439	614
Geometry Grp	1	1	1	1
Degree of Util (X)	1.305	1.095	1.17	1.603
Departure Headway (Hd)	12.31	13.089	12.665	11.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	300	280	290	331
Service Time	10.31	11.089	10.665	9.254
HCM Lane V/C Ratio	1.643	1.446	1.514	1.855
HCM Control Delay, s/veh	193.2	120.6	144.1	312.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	18.8	12.4	14.6	30.4

Timings

6: Warren Rd. & Florida Av. (SR-74)

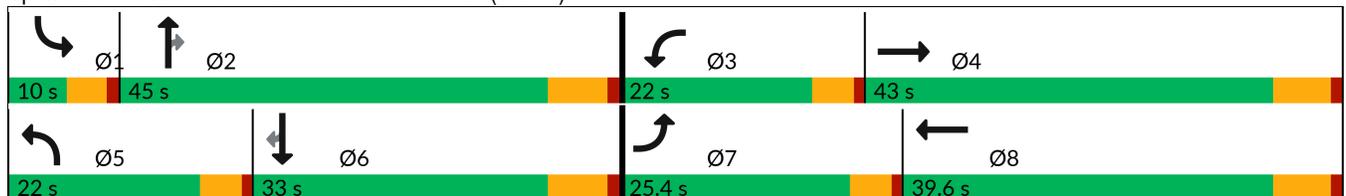


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	199	737	165	469	169	247	183	19	228	180
Future Volume (vph)	199	737	165	469	169	247	183	19	228	180
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	25.4	43.0	22.0	39.6	22.0	45.0	45.0	10.0	33.0	33.0
Total Split (%)	21.2%	35.8%	18.3%	33.0%	18.3%	37.5%	37.5%	8.3%	27.5%	27.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	15.3	31.8	13.5	29.9	13.7	28.9	28.9	5.4	13.8	13.8
Actuated g/C Ratio	0.16	0.33	0.14	0.31	0.14	0.30	0.30	0.06	0.14	0.14
v/c Ratio	0.73	0.82	0.69	0.46	0.69	0.24	0.31	0.20	0.46	0.48
Control Delay (s/veh)	55.9	36.3	56.8	29.2	56.6	28.0	6.0	55.0	42.4	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.9	36.3	56.8	29.2	56.6	28.0	6.0	55.0	42.4	10.4
LOS	E	D	E	C	E	C	A	D	D	B
Approach Delay (s/veh)		39.8		36.2		29.3			29.5	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 35.1	Intersection LOS: D
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	737	173	165	469	14	169	247	183	19	228	180
Future Volume (veh/h)	199	737	173	165	469	14	169	247	183	19	228	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	768	138	172	489	8	176	257	131	20	238	93
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	977	176	213	1086	18	217	835	372	41	483	215
Arrive On Green	0.14	0.32	0.32	0.12	0.30	0.30	0.12	0.23	0.23	0.02	0.14	0.14
Sat Flow, veh/h	1781	3009	541	1781	3578	58	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	207	453	453	172	243	254	176	257	131	20	238	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1773	1781	1777	1860	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.3	17.0	17.0	6.9	8.1	8.1	7.1	4.4	5.1	0.8	4.6	4.0
Cycle Q Clear(g_c), s	8.3	17.0	17.0	6.9	8.1	8.1	7.1	4.4	5.1	0.8	4.6	4.0
Prop In Lane	1.00		0.30	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	577	576	213	539	564	217	835	372	41	483	215
V/C Ratio(X)	0.83	0.79	0.79	0.81	0.45	0.45	0.81	0.31	0.35	0.49	0.49	0.43
Avail Cap(c_a), veh/h	504	890	888	422	808	845	422	1862	831	131	1282	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	22.5	22.5	31.5	20.6	20.6	31.4	23.2	23.4	35.5	29.4	29.1
Incr Delay (d2), s/veh	2.6	2.6	2.6	2.8	0.6	0.6	2.8	0.2	0.6	3.4	0.8	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.5	6.5	2.9	3.0	3.2	2.9	1.6	1.7	0.4	1.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	25.1	25.1	34.3	21.2	21.2	34.2	23.4	24.0	38.9	30.2	30.5
LnGrp LOS	C	C	C	C	C	C	C	C	C	D	C	C
Approach Vol, veh/h		1113			669			564			351	
Approach Delay, s/veh		26.6			24.6			26.9			30.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	23.8	13.4	30.1	13.6	16.5	14.9	28.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	5.4	38.5	17.4	36.8	17.4	26.5	20.8	33.4				
Max Q Clear Time (g_c+I1), s	2.8	7.1	8.9	19.0	9.1	6.6	10.3	10.1				
Green Ext Time (p_c), s	0.0	1.8	0.1	4.9	0.1	1.4	0.2	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.7								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	18	63	0	8	22
Future Vol, veh/h	0	18	63	0	8	22
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, %	2	2	2	2	2	2
Mvmt Flow	0	20	68	0	9	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	20	0	147
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	137
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1597	-	846
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	890
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	809
Mov Cap-2 Maneuver	-	-	-	-	809
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	851

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.36	8.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1597	-
HCM Lane V/C Ratio	0.033	-	-	0.043	-
HCM Control Delay (s/veh)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	22	238	333	8	18	63
Future Vol, veh/h	22	238	333	8	18	63
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	270	378	9	20	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	388	0	-	0	703
Stage 1	-	-	-	-	383
Stage 2	-	-	-	-	320
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1171	-	-	-	404
Stage 1	-	-	-	-	689
Stage 2	-	-	-	-	736
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1171	-	-	-	393
Mov Cap-2 Maneuver	-	-	-	-	393
Stage 1	-	-	-	-	672
Stage 2	-	-	-	-	736

Approach	EB	WB	SB
HCM Control Delay, s/v	0.69	0	12.43
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	152	-	-	-	576
HCM Lane V/C Ratio	0.021	-	-	-	0.16
HCM Control Delay (s/veh)	8.1	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	20	2	7	2	7	56
Future Vol, veh/h	20	2	7	2	7	56
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, %	2	2	2	2	2	2
Mvmt Flow	22	2	8	2	8	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	54
Stage 1	-	-	-	-	9
Stage 2	-	-	-	-	46
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1610	-	-	-	954
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	977
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	941
Mov Cap-2 Maneuver	-	-	-	-	941
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	977

Approach	EB	WB	SB
HCM Control Delay, s/v	6.61	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1057
HCM Lane V/C Ratio	0.014	-	-	-	0.065
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	7	2	25	70	7
Future Vol, veh/h	2	7	2	25	70	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	2	27	76	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	28 16
Stage 1	-	-	-	-	16 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	987 1064
Stage 1	-	-	-	-	1007 -
Stage 2	-	-	-	-	1011 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	986 1064
Mov Cap-2 Maneuver	-	-	-	-	986 -
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	1011 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.62	0	8.96
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	400	-	-	-	992
HCM Lane V/C Ratio	0.001	-	-	-	0.084
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		R
Traffic Vol, veh/h	0	76	27	0	0	0
Future Vol, veh/h	0	76	27	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	83	29	0	0	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	60	1	1	0	0
Stage 1	1	-	-	-	-
Stage 2	59	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	947	1083	1622	-	-
Stage 1	1022	-	-	-	-
Stage 2	964	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	930	1083	1622	-	-
Mov Cap-2 Maneuver	930	-	-	-	-
Stage 1	1004	-	-	-	-
Stage 2	964	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.6	7.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.018	-	0.076	-	-
HCM Control Delay (s/veh)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	231	25	120	317	12	24	16	81	36	43	0
Future Vol, veh/h	0	231	25	120	317	12	24	16	81	36	43	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	260	28	135	356	13	27	18	91	40	48	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	370	0	0	288	0	0	924	913	274	901	920	363
Stage 1	-	-	-	-	-	-	274	274	-	633	633	-
Stage 2	-	-	-	-	-	-	650	639	-	269	288	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1189	-	-	1274	-	-	250	273	765	259	271	682
Stage 1	-	-	-	-	-	-	732	683	-	468	474	-
Stage 2	-	-	-	-	-	-	458	470	-	737	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1189	-	-	1274	-	-	177	237	765	185	235	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	237	-	185	235	-
Stage 1	-	-	-	-	-	-	732	683	-	406	410	-
Stage 2	-	-	-	-	-	-	350	408	-	632	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.18	19.01	34.41
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	1189	-	-	478	-	-	209
HCM Lane V/C Ratio	0.347	-	-	-	0.106	-	-	0.425
HCM Control Delay (s/veh)	19	0	-	-	8.2	0	-	34.4
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.4	-	-	2

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

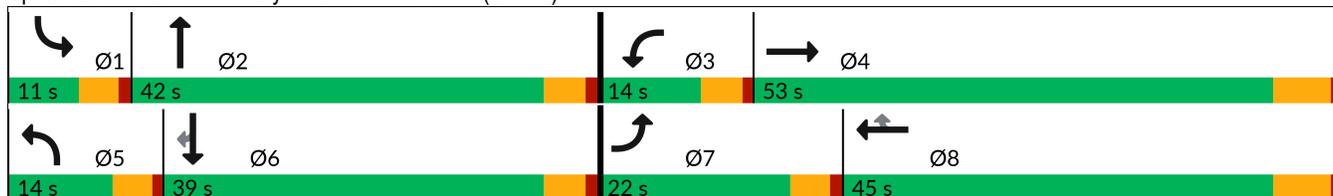


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↗↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	100	745	32	623	16	26	18	34	6	71
Future Volume (vph)	100	745	32	623	16	26	18	34	6	71
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	22.0	53.0	14.0	45.0	45.0	14.0	42.0	11.0	39.0	39.0
Total Split (%)	18.3%	44.2%	11.7%	37.5%	37.5%	11.7%	35.0%	9.2%	32.5%	32.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	10.6	35.9	8.3	25.8	25.8	8.1	17.3	8.0	17.1	17.1
Actuated g/C Ratio	0.20	0.66	0.15	0.48	0.48	0.15	0.32	0.15	0.31	0.31
v/c Ratio	0.30	0.34	0.12	0.39	0.02	0.10	0.09	0.13	0.01	0.12
Control Delay (s/veh)	31.5	14.0	35.3	18.8	0.1	36.1	14.0	36.3	24.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5	14.0	35.3	18.8	0.1	36.1	14.0	36.3	24.5	0.4
LOS	C	B	D	B	A	D	B	D	C	A
Approach Delay (s/veh)		16.0		19.1			21.7		12.6	
Approach LOS		B		B			C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 54.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay (s/veh): 17.3
 Intersection LOS: B
 Intersection Capacity Utilization 47.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗		↖	↗↗	↖	↖	↖		↖	↗	↖
Traffic Volume (veh/h)	100	745	12	32	623	16	26	18	30	34	6	71
Future Volume (veh/h)	100	745	12	32	623	16	26	18	30	34	6	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	104	776	10	33	649	15	27	19	16	35	6	30
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1267	16	68	1090	475	57	78	66	71	172	145
Arrive On Green	0.08	0.35	0.35	0.04	0.31	0.31	0.03	0.08	0.08	0.04	0.09	0.09
Sat Flow, veh/h	1781	3593	46	1781	3554	1549	1781	931	784	1781	1870	1583
Grp Volume(v), veh/h	104	384	402	33	649	15	27	0	35	35	6	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1549	1781	0	1716	1781	1870	1583
Q Serve(g_s), s	2.4	7.4	7.4	0.8	6.4	0.3	0.6	0.0	0.8	0.8	0.1	0.7
Cycle Q Clear(g_c), s	2.4	7.4	7.4	0.8	6.4	0.3	0.6	0.0	0.8	0.8	0.1	0.7
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	150	627	657	68	1090	475	57	0	144	71	172	145
V/C Ratio(X)	0.69	0.61	0.61	0.49	0.60	0.03	0.47	0.00	0.24	0.49	0.03	0.21
Avail Cap(c_a), veh/h	748	2007	2103	404	3328	1451	404	0	1545	275	1549	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	11.1	11.1	19.5	12.2	10.1	19.7	0.0	17.7	19.5	17.1	17.4
Incr Delay (d2), s/veh	2.1	1.0	0.9	2.0	0.5	0.0	2.2	0.0	0.9	1.9	0.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.0	2.0	0.3	1.7	0.1	0.3	0.0	0.3	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	12.0	12.0	21.5	12.7	10.1	21.9	0.0	18.6	21.4	17.2	18.1
LnGrp LOS	C	B	B	C	B	B	C		B	C	B	B
Approach Vol, veh/h		890			697			62				71
Approach Delay, s/veh		13.0			13.1			20.0				19.7
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	8.2	6.2	20.8	5.9	8.5	8.1	18.9				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	6.4	37.3	9.4	46.8	9.4	34.3	17.4	38.8				
Max Q Clear Time (g_c+I1), s	2.8	2.8	2.8	9.4	2.6	2.7	4.4	8.4				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.7	0.0	0.1	0.1	4.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				13.6								
HCM 7th LOS				B								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	698	189	0	703	0	7
Future Vol, veh/h	698	189	0	703	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	720	195	0	725	0	7

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

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	11.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	550	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s/veh)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

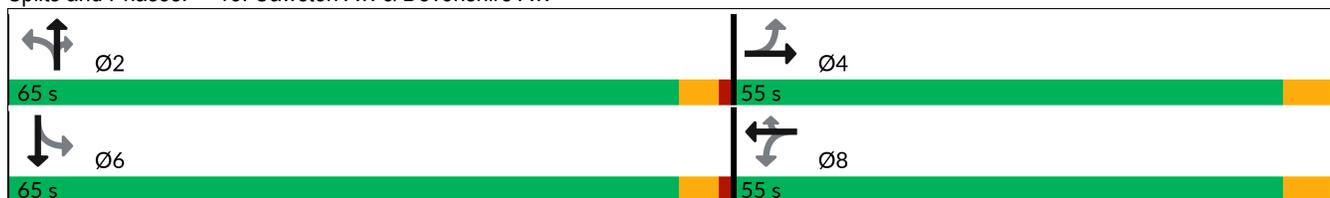


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	193	193	59	248	21	17	153	31	26	192
Future Volume (vph)	193	193	59	248	21	17	153	31	26	192
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	55.0	55.0	55.0	55.0	55.0	65.0	65.0	65.0	65.0	65.0
Total Split (%)	45.8%	45.8%	45.8%	45.8%	45.8%	54.2%	54.2%	54.2%	54.2%	54.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	15.6	15.6	15.6	15.6	15.6	16.7	16.7	16.7	16.7	16.7
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.39	0.39	0.39	0.39	0.39
v/c Ratio	0.49	0.17	0.15	0.38	0.04	0.06	0.22	0.05	0.06	0.60
Control Delay (s/veh)	16.6	10.0	11.6	12.9	7.1	10.1	10.5	4.5	9.8	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	10.0	11.6	12.9	7.1	10.1	10.5	4.5	9.8	13.2
LOS	B	A	B	B	A	B	B	A	A	B
Approach Delay (s/veh)		13.1		12.3			9.5			13.0
Approach LOS		B		B			A			B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 43.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024

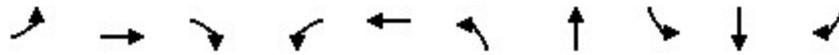


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	193	24	59	248	21	17	153	31	26	192	220
Future Volume (veh/h)	193	193	24	59	248	21	17	153	31	26	192	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	197	197	17	60	253	14	17	156	20	27	196	173
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	521	1224	105	604	691	586	359	602	510	535	295	260
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1112	3313	283	1167	1870	1585	1013	1870	1585	1209	916	809
Grp Volume(v), veh/h	197	105	109	60	253	14	17	156	20	27	0	369
Grp Sat Flow(s),veh/h/ln	1112	1777	1819	1167	1870	1585	1013	1870	1585	1209	0	1725
Q Serve(g_s), s	5.1	1.3	1.3	1.2	3.2	0.2	0.5	2.0	0.3	0.6	0.0	6.0
Cycle Q Clear(g_c), s	8.4	1.3	1.3	2.5	3.2	0.2	6.5	2.0	0.3	2.6	0.0	6.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	521	657	672	604	691	586	359	602	510	535	0	556
V/C Ratio(X)	0.38	0.16	0.16	0.10	0.37	0.02	0.05	0.26	0.04	0.05	0.00	0.66
Avail Cap(c_a), veh/h	1795	2691	2756	1941	2833	2401	1898	3444	2919	2371	0	3176
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	10.6	6.9	6.9	7.8	7.5	6.6	12.4	8.2	7.6	9.2	0.0	9.6
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.1	0.3	0.0	0.1	0.2	0.0	0.0	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.3	0.2	0.8	0.0	0.1	0.6	0.1	0.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	7.0	7.0	7.8	7.9	6.6	12.4	8.4	7.7	9.2	0.0	10.9
LnGrp LOS	B	A	A	A	A	A	B	A	A	A		B
Approach Vol, veh/h		411			327			193				396
Approach Delay, s/veh		8.9			7.8			8.7				10.8
Approach LOS		A			A			A				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.2		17.5		15.2		17.5				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		60.3		49.6		60.3		49.6				
Max Q Clear Time (g_c+I1), s		8.5		10.4		8.0		5.2				
Green Ext Time (p_c), s		1.1		2.0		2.8		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				9.2								
HCM 7th LOS				A								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

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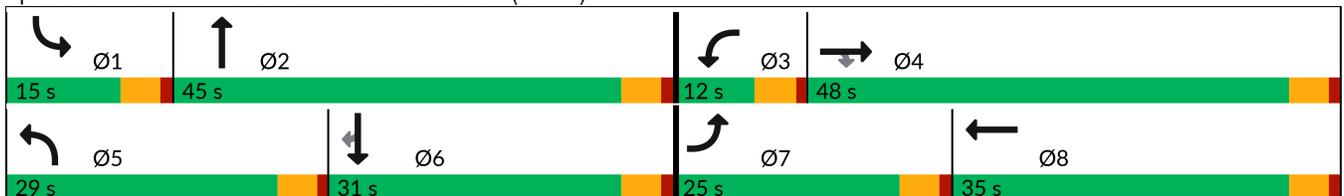


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↗↗	↶	↶	↗↗	↶	↗↗	↶	↗	↶
Traffic Volume (vph)	110	587	7	11	438	151	36	40	68	114
Future Volume (vph)	110	587	7	11	438	151	36	40	68	114
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	25.0	48.0	48.0	12.0	35.0	29.0	45.0	15.0	31.0	31.0
Total Split (%)	20.8%	40.0%	40.0%	10.0%	29.2%	24.2%	37.5%	12.5%	25.8%	25.8%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None									
Act Effct Green (s)	9.8	26.5	26.5	5.7	16.6	11.7	15.4	6.8	12.0	12.0
Actuated g/C Ratio	0.15	0.40	0.40	0.09	0.25	0.18	0.23	0.10	0.18	0.18
v/c Ratio	0.47	0.46	0.01	0.08	0.58	0.54	0.06	0.25	0.22	0.29
Control Delay (s/veh)	36.5	17.0	0.0	37.6	26.8	35.5	20.2	37.1	30.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.5	17.0	0.0	37.6	26.8	35.5	20.2	37.1	30.3	3.3
LOS	D	B	A	D	C	D	C	D	C	A
Approach Delay (s/veh)		19.9			27.0		32.2		17.7	
Approach LOS		B			C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 66.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay (s/veh): 23.2
 Intersection LOS: C
 Intersection Capacity Utilization 47.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

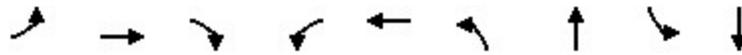
Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	587	7	11	438	25	151	36	6	40	68	114
Future Volume (veh/h)	110	587	7	11	438	25	151	36	6	40	68	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	645	5	12	481	18	166	40	4	44	75	88
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1063	474	27	790	30	216	842	83	82	342	288
Arrive On Green	0.09	0.30	0.30	0.02	0.23	0.23	0.12	0.26	0.26	0.05	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3493	130	1781	3268	322	1781	1870	1578
Grp Volume(v), veh/h	121	645	5	12	244	255	166	21	23	44	75	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1846	1781	1777	1812	1781	1870	1578
Q Serve(g_s), s	3.2	7.6	0.1	0.3	6.0	6.0	4.4	0.4	0.5	1.2	1.7	2.4
Cycle Q Clear(g_c), s	3.2	7.6	0.1	0.3	6.0	6.0	4.4	0.4	0.5	1.2	1.7	2.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	158	1063	474	27	402	417	216	458	467	82	342	288
V/C Ratio(X)	0.77	0.61	0.01	0.44	0.61	0.61	0.77	0.05	0.05	0.54	0.22	0.31
Avail Cap(c_a), veh/h	746	3157	1408	270	1105	1148	892	1469	1499	380	1009	852
HCM Platoon Ratio	1.00	1.00	1.00	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	21.7	14.6	12.0	23.8	16.9	16.9	20.8	13.6	13.6	22.7	17.0	17.2
Incr Delay (d2), s/veh	2.9	0.6	0.0	4.0	1.5	1.4	2.2	0.0	0.0	2.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	0.0	0.2	2.3	2.3	1.8	0.2	0.2	0.5	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.7	15.2	12.0	27.8	18.4	18.4	22.9	13.6	13.6	24.8	17.3	17.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		771			511			210			207	
Approach Delay, s/veh		16.6			18.6			21.0			19.1	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	17.3	5.3	19.3	10.5	13.6	8.9	15.7				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	10.4	40.3	7.4	43.3	24.4	26.3	20.4	30.3				
Max Q Clear Time (g_c+I1), s	3.2	2.5	2.3	9.6	6.4	4.4	5.2	8.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	4.8	0.2	0.6	0.1	2.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				18.1								
HCM 7th LOS				B								

Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

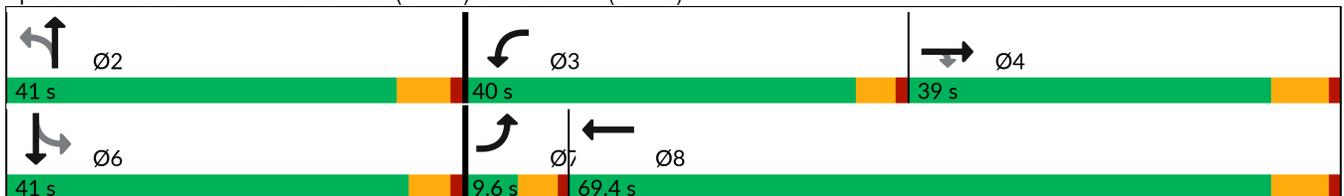


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↗	↖	↕	↖	↗	↖	↗
Traffic Volume (vph)	13	997	87	517	1046	137	14	12	36
Future Volume (vph)	13	997	87	517	1046	137	14	12	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	39.0	39.0	40.0	69.4	41.0	41.0	41.0	41.0
Total Split (%)	8.0%	32.5%	32.5%	33.3%	57.8%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	33.0	33.0	35.6	71.6	18.5	18.5	18.4	18.4
Actuated g/C Ratio	0.05	0.32	0.32	0.34	0.69	0.18	0.18	0.18	0.18
v/c Ratio	0.15	0.90	0.15	0.87	0.46	0.58	0.78	0.18	0.12
Control Delay (s/veh)	55.5	47.3	4.5	49.9	10.1	47.9	12.7	39.8	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.5	47.3	4.5	49.9	10.1	47.9	12.7	39.8	32.3
LOS	E	D	A	D	B	D	B	D	C
Approach Delay (s/veh)		44.0			22.9		19.7		34.0
Approach LOS		D			C		B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 104.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	13	997	87	517	1046	50	137	14	538	12	36	3
Future Volume (veh/h)	13	997	87	517	1046	50	137	14	538	12	36	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	1017	55	528	1067	40	140	14	372	12	37	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1010	451	547	2013	75	403	15	407	92	466	25
Arrive On Green	0.01	0.28	0.28	0.31	0.58	0.58	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3493	131	1368	58	1536	997	1758	95
Grp Volume(v), veh/h	13	1017	55	528	543	564	140	0	386	12	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1847	1368	0	1594	997	0	1853
Q Serve(g_s), s	0.8	32.8	3.0	33.7	21.5	21.5	9.9	0.0	27.1	1.4	0.0	1.8
Cycle Q Clear(g_c), s	0.8	32.8	3.0	33.7	21.5	21.5	11.7	0.0	27.1	28.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.96	1.00		0.05
Lane Grp Cap(c), veh/h	26	1010	451	547	1024	1065	403	0	422	92	0	491
V/C Ratio(X)	0.49	1.01	0.12	0.97	0.53	0.53	0.35	0.00	0.91	0.13	0.00	0.08
Avail Cap(c_a), veh/h	77	1010	451	547	1024	1065	458	0	486	142	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.4	41.3	30.6	39.4	14.9	14.9	36.2	0.0	41.1	54.9	0.0	31.8
Incr Delay (d2), s/veh	5.2	29.9	0.1	29.7	0.5	0.5	0.5	0.0	20.2	0.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	17.7	1.1	18.3	7.8	8.1	3.3	0.0	12.5	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.6	71.2	30.7	69.1	15.4	15.4	36.7	0.0	61.3	55.6	0.0	31.9
LnGrp LOS	E	F	C	E	B	B	D		E	E		C
Approach Vol, veh/h		1085			1635			526				51
Approach Delay, s/veh		69.0			32.8			54.8				37.5
Approach LOS		E			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.4	40.0	39.0		36.4	6.3	72.7				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		35.2	35.4	32.8		* 36	5.0	63.2				
Max Q Clear Time (g_c+I1), s		29.1	35.7	34.8		30.5	2.8	23.5				
Green Ext Time (p_c), s		1.5	0.0	0.0		0.1	0.0	7.6				

Intersection Summary

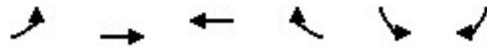
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

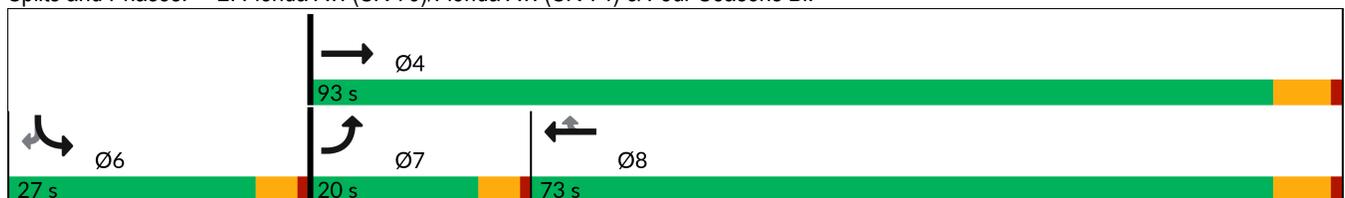


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑↑	↗	↘	↘
Traffic Volume (vph)	72	1585	1298	70	46	41
Future Volume (vph)	72	1585	1298	70	46	41
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	20.0	93.0	73.0	73.0	27.0	27.0
Total Split (%)	16.7%	77.5%	60.8%	60.8%	22.5%	22.5%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	7.7	38.0	29.1	29.1	6.9	6.9
Actuated g/C Ratio	0.15	0.75	0.58	0.58	0.14	0.14
v/c Ratio	0.28	0.62	0.46	0.08	0.20	0.17
Control Delay (s/veh)	26.8	5.8	10.3	2.9	27.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	5.8	10.3	2.9	27.0	11.5
LOS	C	A	B	A	C	B
Approach Delay (s/veh)		6.7	9.9		19.7	
Approach LOS		A	A		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 50.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

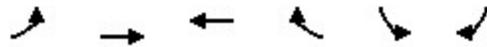
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶↷	↶	↶	↶	
Traffic Volume (veh/h)	72	1585	1298	70	46	41	
Future Volume (veh/h)	72	1585	1298	70	46	41	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	75	1651	1352	50	48	32	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	118	2498	2755	855	122	109	
Arrive On Green	0.07	0.70	0.54	0.54	0.07	0.07	
Sat Flow, veh/h	1781	3647	5274	1585	1781	1585	
Grp Volume(v), veh/h	75	1651	1352	50	48	32	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1585	1781	1585	
Q Serve(g_s), s	1.9	12.2	7.8	0.7	1.2	0.9	
Cycle Q Clear(g_c), s	1.9	12.2	7.8	0.7	1.2	0.9	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	118	2498	2755	855	122	109	
V/C Ratio(X)	0.64	0.66	0.49	0.06	0.39	0.29	
Avail Cap(c_a), veh/h	580	6517	7207	2237	843	750	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	21.5	3.9	6.8	5.2	21.1	20.9	
Incr Delay (d2), s/veh	2.1	0.3	0.1	0.0	0.8	0.6	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.7	0.3	1.4	0.1	0.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	23.6	4.2	7.0	5.2	21.8	21.5	
LnGrp LOS	C	A	A	A	C	C	
Approach Vol, veh/h		1726	1402		80		
Approach Delay, s/veh		5.0	6.9		21.7		
Approach LOS		A	A		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				39.5	7.9	7.7	31.7
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				86.8	22.4	15.4	66.8
Max Q Clear Time (g_c+I1), s				14.2	3.2	3.9	9.8
Green Ext Time (p_c), s				19.1	0.1	0.0	12.3
Intersection Summary							
HCM 7th Control Delay, s/veh			6.3				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh 21.7												
Intersection LOS C												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑			↖	↗		↕	
Traffic Vol, veh/h	1	46	11	377	53	13	22	77	354	7	93	7
Future Vol, veh/h	1	46	11	377	53	13	22	77	354	7	93	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	48	11	393	55	14	23	80	369	7	97	7
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	1.3	29.6	17.3	12.8
HCM LOS	B	D	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	22%	0%	100%	0%	0%	100%	0%	7%
Vol Thru, %	78%	0%	0%	100%	0%	0%	80%	87%
Vol Right, %	0%	100%	0%	0%	100%	0%	20%	7%
Sign Control	Stop							
Traffic Vol by Lane	99	354	1	46	11	377	66	107
LT Vol	22	0	1	0	0	377	0	7
Through Vol	77	0	0	46	0	0	53	93
RT Vol	0	354	0	0	11	0	13	7
Lane Flow Rate	103	369	1	48	11	393	69	111
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.2	0.632	0.002	0.106	0.023	0.797	0.127	0.238
Departure Headway (Hd)	6.996	6.168	8.464	7.949	7.229	7.31	6.658	7.694
Convergence, Y/N	Yes							
Cap	515	586	423	451	495	499	542	467
Service Time	4.72	3.902	6.215	5.701	4.98	5.014	4.362	5.441
HCM Lane V/C Ratio	0.2	0.63	0.002	0.106	0.022	0.788	0.127	0.238
HCM Control Delay, s/veh	11.5	18.9	11.2	11.6	10.2	33	10.3	12.8
HCM Lane LOS	B	C	B	B	B	D	B	B
HCM 95th-tile Q	0.7	4.4	0	0.4	0.1	7.4	0.4	0.9

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

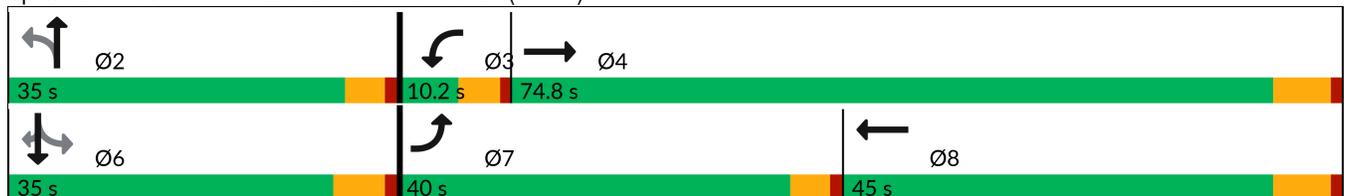


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗		↕		↕	↗
Traffic Volume (vph)	438	1182	21	976	7	4	41	3	384
Future Volume (vph)	438	1182	21	976	7	4	41	3	384
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	40.0	74.8	10.2	45.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	33.3%	62.3%	8.5%	37.5%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.3	68.7	5.4	37.5		13.6		13.0	13.0
Actuated g/C Ratio	0.31	0.70	0.06	0.38		0.14		0.13	0.13
v/c Ratio	0.85	0.51	0.22	0.82		0.07		0.26	0.72
Control Delay (s/veh)	48.3	9.1	54.7	34.3		29.4		43.3	12.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	48.3	9.1	54.7	34.3		29.4		43.3	12.0
LOS	D	A	D	C		C		D	B
Approach Delay (s/veh)		19.6		34.7		29.4		15.2	
Approach LOS		B		C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay (s/veh): 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 75.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Volume (veh/h)	438	1182	11	21	976	62	7	4	6	41	3	384
Future Volume (veh/h)	438	1182	11	21	976	62	7	4	6	41	3	384
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	466	1257	12	22	1038	57	7	4	6	44	3	409
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	2093	20	39	1116	61	166	98	120	400	25	402
Arrive On Green	0.28	0.58	0.58	0.02	0.33	0.33	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3607	34	1781	3425	188	482	387	474	1338	100	1585
Grp Volume(v), veh/h	466	619	650	22	538	557	17	0	0	47	0	409
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1837	1342	0	0	1438	0	1585
Q Serve(g_s), s	29.5	25.8	25.9	1.4	33.8	33.8	0.0	0.0	0.0	1.9	0.0	29.2
Cycle Q Clear(g_c), s	29.5	25.8	25.9	1.4	33.8	33.8	0.8	0.0	0.0	2.7	0.0	29.2
Prop In Lane	1.00		0.02	1.00		0.10	0.41		0.35	0.94		1.00
Lane Grp Cap(c), veh/h	492	1031	1082	39	579	598	384	0	0	425	0	402
V/C Ratio(X)	0.95	0.60	0.60	0.56	0.93	0.93	0.04	0.00	0.00	0.11	0.00	1.02
Avail Cap(c_a), veh/h	548	1058	1110	87	599	619	397	0	0	425	0	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	15.6	15.6	55.8	37.5	37.6	32.4	0.0	0.0	33.0	0.0	43.0
Incr Delay (d2), s/veh	23.6	0.9	0.9	4.7	20.9	20.4	0.0	0.0	0.0	0.1	0.0	49.4
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	15.5	9.4	9.9	0.7	17.1	17.6	0.4	0.0	0.0	1.0	0.0	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.5	16.5	16.4	60.4	58.4	58.0	32.4	0.0	0.0	33.2	0.0	92.4
LnGrp LOS	E	B	B	E	E	E	C			C		F
Approach Vol, veh/h		1735			1117			17				456
Approach Delay, s/veh		29.3			58.3			32.4				86.3
Approach LOS		C			E			C				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	7.1	73.0		35.0	36.4	43.7				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 30	5.6	68.6		29.2	35.4	38.8				
Max Q Clear Time (g_c+I1), s		2.8	3.4	27.9		31.2	31.5	35.8				
Green Ext Time (p_c), s		0.0	0.0	9.5		0.0	0.3	1.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		46.9
HCM 7th LOS		D

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	94.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	183	182	3	61	317	55	11	412	111	58	287	167
Future Vol, veh/h	183	182	3	61	317	55	11	412	111	58	287	167
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	191	190	3	64	330	57	11	429	116	60	299	174
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	102.8		153.7	257.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	50%	14%	11%
Vol Thru, %	77%	49%	73%	56%
Vol Right, %	21%	1%	13%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	534	368	433	512
LT Vol	11	183	61	58
Through Vol	412	182	317	287
RT Vol	111	3	55	167
Lane Flow Rate	556	383	451	533
Geometry Grp	1	1	1	1
Degree of Util (X)	1.47	1.036	1.201	1.401
Departure Headway (Hd)	11.535	13.11	12.29	11.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	323	280	298	315
Service Time	9.535	11.11	10.29	9.686
HCM Lane V/C Ratio	1.721	1.368	1.513	1.692
HCM Control Delay, s/veh	257.4	102.8	153.7	229.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	25.2	11	15.7	22.6

Timings

6: Warren Rd. & Florida Av. (SR-74)

11/12/2024

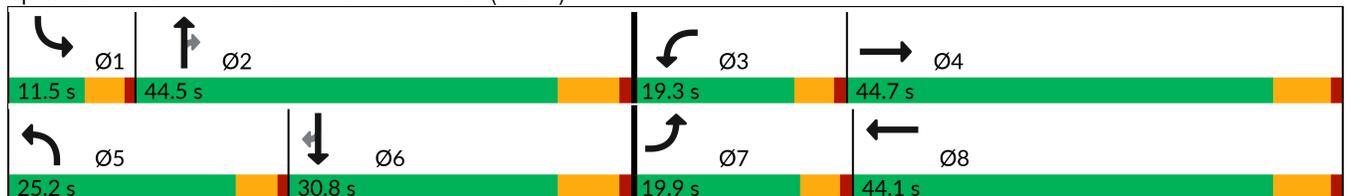


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	196	909	172	820	247	323	318	41	149	162
Future Volume (vph)	196	909	172	820	247	323	318	41	149	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	19.9	44.7	19.3	44.1	25.2	44.5	44.5	11.5	30.8	30.8
Total Split (%)	16.6%	37.3%	16.1%	36.8%	21.0%	37.1%	37.1%	9.6%	25.7%	25.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	15.0	38.7	13.9	37.6	19.0	27.7	27.7	6.3	12.8	12.8
Actuated g/C Ratio	0.14	0.36	0.13	0.35	0.18	0.26	0.26	0.06	0.12	0.12
v/c Ratio	0.85	0.90	0.80	0.72	0.84	0.38	0.52	0.42	0.38	0.51
Control Delay (s/veh)	74.8	43.6	71.3	34.8	66.6	34.3	7.4	63.1	45.9	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.8	43.6	71.3	34.8	66.6	34.3	7.4	63.1	45.9	11.8
LOS	E	D	E	C	E	C	A	E	D	B
Approach Delay (s/veh)		48.4		41.0		33.7			32.2	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 40.9	Intersection LOS: D
Intersection Capacity Utilization 79.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	909	155	172	820	15	247	323	318	41	149	162
Future Volume (veh/h)	196	909	155	172	820	15	247	323	318	41	149	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	977	112	185	882	7	266	347	184	44	160	84
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1142	131	220	1232	10	302	862	385	66	391	174
Arrive On Green	0.14	0.36	0.36	0.12	0.34	0.34	0.17	0.24	0.24	0.04	0.11	0.11
Sat Flow, veh/h	1781	3213	368	1781	3613	29	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	211	540	549	185	434	455	266	347	184	44	160	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1804	1781	1777	1865	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.5	25.5	25.5	9.2	19.3	19.3	13.2	7.4	9.0	2.2	3.8	4.5
Cycle Q Clear(g_c), s	10.5	25.5	25.5	9.2	19.3	19.3	13.2	7.4	9.0	2.2	3.8	4.5
Prop In Lane	1.00		0.20	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	632	641	220	606	636	302	862	385	66	391	174
V/C Ratio(X)	0.86	0.86	0.86	0.84	0.72	0.72	0.88	0.40	0.48	0.67	0.41	0.48
Avail Cap(c_a), veh/h	301	754	766	289	743	780	405	1489	664	136	952	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	27.1	27.1	38.9	26.1	26.1	36.8	28.8	29.4	43.1	37.6	37.9
Incr Delay (d2), s/veh	16.0	8.3	8.2	12.6	2.6	2.4	13.1	0.3	0.9	4.3	0.7	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	11.1	11.3	4.5	7.8	8.2	6.4	2.9	3.3	1.0	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	35.3	35.3	51.5	28.6	28.5	49.8	29.1	30.3	47.4	38.3	40.0
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1300			1074			797			288	
Approach Delay, s/veh		38.4			32.5			36.3			40.2	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	28.5	15.8	38.4	20.0	16.5	17.1	37.1				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	6.9	38.0	14.7	38.5	20.6	24.3	15.3	37.9				
Max Q Clear Time (g_c+I1), s	4.2	11.0	11.2	27.5	15.2	6.5	12.5	21.3				
Green Ext Time (p_c), s	0.0	2.5	0.1	4.7	0.2	0.9	0.1	4.5				
Intersection Summary												
HCM 7th Control Delay, s/veh											36.2	
HCM 7th LOS											D	

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	10	42	0	14	72
Future Vol, veh/h	0	10	42	0	14	72
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, %	2	2	2	2	2	2
Mvmt Flow	0	11	46	0	15	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	11	0	97
Stage 1	-	-	-	-	5
Stage 2	-	-	-	-	91
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1608	-	903
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	932
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1608	-	877
Mov Cap-2 Maneuver	-	-	-	-	877
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	906

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.3	8.81
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1039	-	-	1608	-
HCM Lane V/C Ratio	0.09	-	-	0.028	-
HCM Control Delay (s/veh)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	75	232	378	11	9	43
Future Vol, veh/h	75	232	378	11	9	43
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	264	430	13	10	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	442	0	-	0	870 436
Stage 1	-	-	-	-	436 -
Stage 2	-	-	-	-	434 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1118	-	-	-	322 620
Stage 1	-	-	-	-	652 -
Stage 2	-	-	-	-	653 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1118	-	-	-	293 620
Mov Cap-2 Maneuver	-	-	-	-	293 -
Stage 1	-	-	-	-	594 -
Stage 2	-	-	-	-	653 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.07	0	12.81
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	440	-	-	-	520
HCM Lane V/C Ratio	0.076	-	-	-	0.114
HCM Control Delay (s/veh)	8.5	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	64	8	5	8	5	38
Future Vol, veh/h	64	8	5	8	5	38
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, %	2	2	2	2	2	2
Mvmt Flow	70	9	5	9	5	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	14	0	-	0	158
Stage 1	-	-	-	-	10
Stage 2	-	-	-	-	148
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1604	-	-	-	834
Stage 1	-	-	-	-	1013
Stage 2	-	-	-	-	880
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	797
Mov Cap-2 Maneuver	-	-	-	-	797
Stage 1	-	-	-	-	969
Stage 2	-	-	-	-	880

Approach	EB	WB	SB
HCM Control Delay, s/v	6.53	0	8.66
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	1030
HCM Lane V/C Ratio	0.043	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	8	5	8	80	47	5
Future Vol, veh/h	8	5	8	80	47	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	5	9	87	51	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	96	0	-	0	75 52
Stage 1	-	-	-	-	52 -
Stage 2	-	-	-	-	23 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1498	-	-	-	928 1015
Stage 1	-	-	-	-	970 -
Stage 2	-	-	-	-	1000 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1498	-	-	-	923 1015
Mov Cap-2 Maneuver	-	-	-	-	923 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	1000 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.56	0	9.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1108	-	-	-	931
HCM Lane V/C Ratio	0.006	-	-	-	0.061
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	52	87	0	0	0
Future Vol, veh/h	0	52	87	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	95	0	0	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	190	1	1	0	0
Stage 1	1	-	-	-	-
Stage 2	189	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	799	1083	1622	-	-
Stage 1	1022	-	-	-	-
Stage 2	843	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	752	1083	1622	-	-
Mov Cap-2 Maneuver	752	-	-	-	-
Stage 1	963	-	-	-	-
Stage 2	843	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.51	7.36	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.058	-	0.052	-	-
HCM Control Delay (s/veh)	7.4	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection												
Int Delay, s/veh	24.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	211	30	162	338	40	49	49	183	24	28	2
Future Vol, veh/h	0	211	30	162	338	40	49	49	183	24	28	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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	243	34	186	389	46	56	56	210	28	32	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	434	0	0	277	0	0	1037	1067	260	1055	1061	411
Stage 1	-	-	-	-	-	-	260	260	-	784	784	-
Stage 2	-	-	-	-	-	-	777	807	-	271	277	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1125	-	-	1286	-	-	209	222	779	204	224	640
Stage 1	-	-	-	-	-	-	745	693	-	386	404	-
Stage 2	-	-	-	-	-	-	390	394	-	735	681	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1125	-	-	1286	-	-	143	179	779	88	181	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	179	-	88	181	-
Stage 1	-	-	-	-	-	-	745	693	-	312	326	-
Stage 2	-	-	-	-	-	-	283	319	-	493	681	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			2.48			79.98			59.27		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	331	1125	-	-	529	-	-	125
HCM Lane V/C Ratio	0.977	-	-	-	0.145	-	-	0.496
HCM Control Delay (s/veh)	80	0	-	-	8.3	0	-	59.3
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	10.5	0	-	-	0.5	-	-	2.3

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

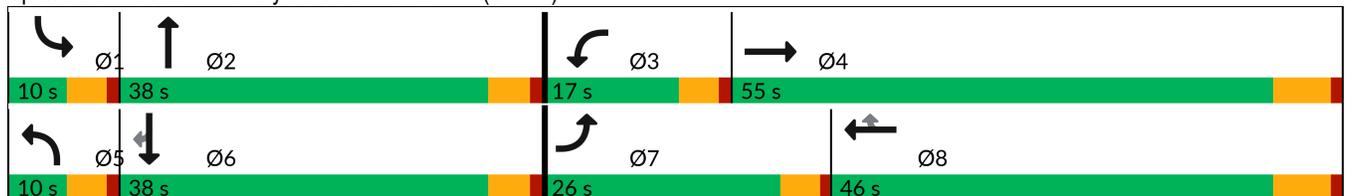


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	189	987	84	841	42	11	25	31	14	81
Future Volume (vph)	189	987	84	841	42	11	25	31	14	81
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	26.0	55.0	17.0	46.0	46.0	10.0	38.0	10.0	38.0	38.0
Total Split (%)	21.7%	45.8%	14.2%	38.3%	38.3%	8.3%	31.7%	8.3%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.6	40.2	9.4	27.3	27.3	6.3	14.9	6.4	18.5	18.5
Actuated g/C Ratio	0.20	0.55	0.13	0.37	0.37	0.09	0.20	0.09	0.25	0.25
v/c Ratio	0.59	0.57	0.41	0.70	0.07	0.08	0.19	0.22	0.03	0.17
Control Delay (s/veh)	41.0	19.9	44.5	26.2	0.2	46.7	17.7	47.7	28.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.0	19.9	44.5	26.2	0.2	46.7	17.7	47.7	28.4	0.8
LOS	D	B	D	C	A	D	B	D	C	A
Approach Delay (s/veh)		23.3		26.7			21.8		15.4	
Approach LOS		C		C			C		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 73.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 24.2	Intersection LOS: C
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	987	20	84	841	42	11	25	41	31	14	81
Future Volume (veh/h)	189	987	20	84	841	42	11	25	41	31	14	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	1085	20	92	924	44	12	27	30	34	15	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1589	29	119	1301	567	27	86	95	65	240	203
Arrive On Green	0.15	0.45	0.45	0.07	0.37	0.37	0.02	0.11	0.11	0.04	0.13	0.13
Sat Flow, veh/h	1781	3570	66	1781	3554	1550	1781	802	892	1781	1870	1582
Grp Volume(v), veh/h	208	540	565	92	924	44	12	0	57	34	15	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1859	1781	1777	1550	1781	0	1694	1781	1870	1582
Q Serve(g_s), s	6.6	14.1	14.1	3.0	13.0	1.1	0.4	0.0	1.8	1.1	0.4	1.4
Cycle Q Clear(g_c), s	6.6	14.1	14.1	3.0	13.0	1.1	0.4	0.0	1.8	1.1	0.4	1.4
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	259	791	827	119	1301	567	27	0	181	65	240	203
V/C Ratio(X)	0.80	0.68	0.68	0.78	0.71	0.08	0.44	0.00	0.31	0.53	0.06	0.21
Avail Cap(c_a), veh/h	654	1488	1556	379	2427	1058	165	0	968	165	1069	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	12.9	12.9	26.8	15.8	12.0	28.5	0.0	24.0	27.6	22.3	22.8
Incr Delay (d2), s/veh	2.2	1.0	1.0	4.0	0.7	0.1	4.2	0.0	1.0	2.4	0.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.3	4.5	1.2	4.2	0.3	0.2	0.0	0.7	0.5	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	13.9	13.9	30.8	16.5	12.1	32.7	0.0	25.0	30.0	22.4	23.3
LnGrp LOS	C	B	B	C	B	B	C		C	C	C	C
Approach Vol, veh/h		1313			1060			69				92
Approach Delay, s/veh		15.9			17.6			26.4				25.6
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	10.9	8.5	32.1	5.5	12.2	13.1	27.5				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	5.4	33.3	12.4	48.8	5.4	33.3	21.4	39.8				
Max Q Clear Time (g_c+I1), s	3.1	3.8	5.0	16.1	2.4	3.4	8.6	15.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	7.4	0.0	0.2	0.2	6.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				17.2								
HCM 7th LOS				B								

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1103	309	0	1179	0	8
Future Vol, veh/h	1103	309	0	1179	0	8
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1114	312	0	1191	0	8

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	713
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	374
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-
HCM Control Delay (s/veh)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

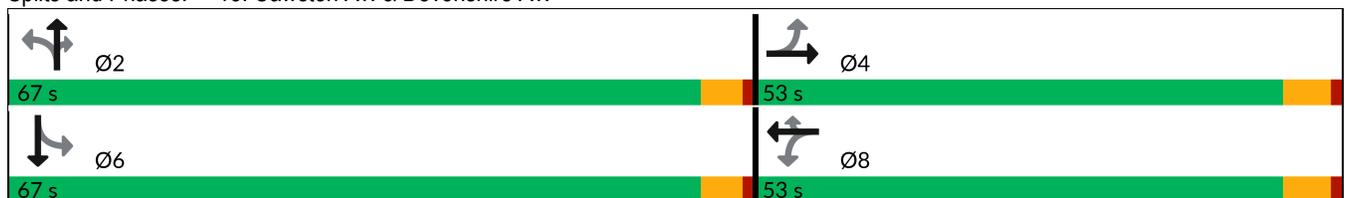


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	160	251	51	303	32	26	208	83	31	240
Future Volume (vph)	160	251	51	303	32	26	208	83	31	240
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	53.0	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	20.2	20.2	20.2	20.2	20.2	24.9	24.9	24.9	24.9	24.9
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.44	0.44	0.44	0.44	0.44
v/c Ratio	0.55	0.24	0.15	0.51	0.06	0.12	0.28	0.12	0.07	0.69
Control Delay (s/veh)	24.4	14.1	15.8	18.7	10.7	12.5	12.0	3.4	11.1	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.4	14.1	15.8	18.7	10.7	12.5	12.0	3.4	11.1	17.0
LOS	C	B	B	B	B	B	B	A	B	B
Approach Delay (s/veh)		17.9		17.7			9.8			16.6
Approach LOS		B		B			A			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 56.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay (s/veh): 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 65.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024

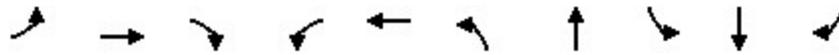


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	251	22	51	303	32	26	208	83	31	240	250
Future Volume (veh/h)	160	251	22	51	303	32	26	208	83	31	240	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	279	18	57	337	25	29	231	68	34	267	210
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	1334	86	533	736	624	290	697	591	474	362	285
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1020	3390	218	1082	1870	1585	917	1870	1585	1080	970	763
Grp Volume(v), veh/h	178	146	151	57	337	25	29	231	68	34	0	477
Grp Sat Flow(s),veh/h/ln	1020	1777	1831	1082	1870	1585	917	1870	1585	1080	0	1733
Q Serve(g_s), s	6.8	2.3	2.4	1.6	5.8	0.4	1.2	3.8	1.2	1.0	0.0	10.3
Cycle Q Clear(g_c), s	12.5	2.3	2.4	4.0	5.8	0.4	11.5	3.8	1.2	4.8	0.0	10.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	432	699	721	533	736	624	290	697	591	474	0	646
V/C Ratio(X)	0.41	0.21	0.21	0.11	0.46	0.04	0.10	0.33	0.12	0.07	0.00	0.74
Avail Cap(c_a), veh/h	1153	1956	2016	1299	2059	1745	1270	2695	2284	1628	0	2497
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	14.3	8.7	8.7	10.0	9.7	8.1	16.7	9.7	8.9	11.4	0.0	11.7
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.1	0.4	0.0	0.1	0.3	0.1	0.1	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	0.7	0.3	1.7	0.1	0.2	1.3	0.3	0.2	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	8.8	8.8	10.1	10.1	8.1	16.9	10.0	9.0	11.5	0.0	13.4
LnGrp LOS	B	A	A	B	B	A	B	A	A	B		B
Approach Vol, veh/h		475			419			328				511
Approach Delay, s/veh		11.1			10.0			10.4				13.3
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		22.4		20.8		22.4				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		62.3		47.6		62.3		47.6				
Max Q Clear Time (g_c+I1), s		13.5		14.5		12.3		7.8				
Green Ext Time (p_c), s		1.9		2.5		3.9		2.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.3								
HCM 7th LOS				B								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

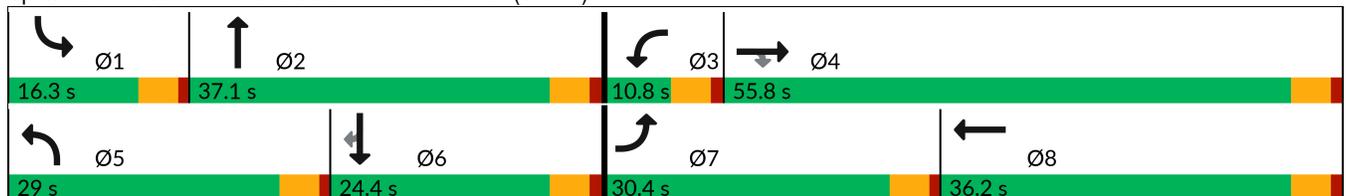


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↗	↗↗	↗	↗	↗↗	↗	↗↗	↗	↗	↗
Traffic Volume (vph)	255	832	23	31	711	248	54	84	92	221
Future Volume (vph)	255	832	23	31	711	248	54	84	92	221
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	30.4	55.8	55.8	10.8	36.2	29.0	37.1	16.3	24.4	24.4
Total Split (%)	25.3%	46.5%	46.5%	9.0%	30.2%	24.2%	30.9%	13.6%	20.3%	20.3%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	44.9	44.9	5.9	27.5	18.0	19.6	8.9	11.9	11.9
Actuated g/C Ratio	0.19	0.47	0.47	0.06	0.29	0.19	0.21	0.09	0.13	0.13
v/c Ratio	0.76	0.51	0.03	0.29	0.79	0.76	0.10	0.52	0.40	0.58
Control Delay (s/veh)	52.8	20.4	0.0	56.2	38.8	53.6	27.1	57.1	48.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	20.4	0.0	56.2	38.8	53.6	27.1	57.1	48.5	12.5
LOS	D	C	A	E	D	D	C	E	D	B
Approach Delay (s/veh)		27.4			39.5		47.8		30.2	
Approach LOS		C			D		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 34.0
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	832	23	31	711	70	248	54	15	84	92	221
Future Volume (veh/h)	255	832	23	31	711	70	248	54	15	84	92	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	849	14	32	726	54	253	55	13	86	94	184
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	1478	659	57	930	69	297	723	165	111	276	232
Arrive On Green	0.17	0.42	0.42	0.03	0.28	0.28	0.17	0.25	0.25	0.06	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3352	249	1781	2873	656	1781	1870	1575
Grp Volume(v), veh/h	260	849	14	32	385	395	253	33	35	86	94	184
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1825	1781	1777	1752	1781	1870	1575
Q Serve(g_s), s	11.1	14.3	0.4	1.4	15.6	15.6	10.8	1.1	1.2	3.7	3.5	8.8
Cycle Q Clear(g_c), s	11.1	14.3	0.4	1.4	15.6	15.6	10.8	1.1	1.2	3.7	3.5	8.8
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	304	1478	659	57	493	506	297	447	441	111	276	232
V/C Ratio(X)	0.86	0.57	0.02	0.56	0.78	0.78	0.85	0.07	0.08	0.78	0.34	0.79
Avail Cap(c_a), veh/h	589	2326	1037	141	717	736	557	737	727	267	472	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	17.5	13.4	37.3	26.0	26.0	31.6	22.3	22.3	36.1	29.9	32.1
Incr Delay (d2), s/veh	2.7	0.4	0.0	3.2	3.4	3.4	2.7	0.1	0.1	4.3	0.7	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	4.8	5.4	0.1	0.6	6.6	6.8	4.7	0.5	0.5	1.7	1.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	17.9	13.5	40.4	29.5	29.4	34.3	22.4	22.4	40.4	30.6	38.2
LnGrp LOS	C	B	B	D	C	C	C	C	C	D	C	D
Approach Vol, veh/h		1123			812			321			364	
Approach Delay, s/veh		21.6			29.9			31.8			36.7	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	24.3	7.1	37.2	17.6	16.2	17.9	26.4				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	11.7	32.4	6.2	51.1	24.4	19.7	25.8	31.5				
Max Q Clear Time (g_c+I1), s	5.7	3.2	3.4	16.3	12.8	10.8	13.1	17.6				
Green Ext Time (p_c), s	0.0	0.3	0.0	6.8	0.3	0.7	0.3	4.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.5								
HCM 7th LOS				C								

APPENDIX 5.2: EAP (2029) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2029) Conditions - Weekday PM Peak Hour**

Major Street Name = **Old Warren Rd.**

Total of Both Approaches (VPH) = **86**

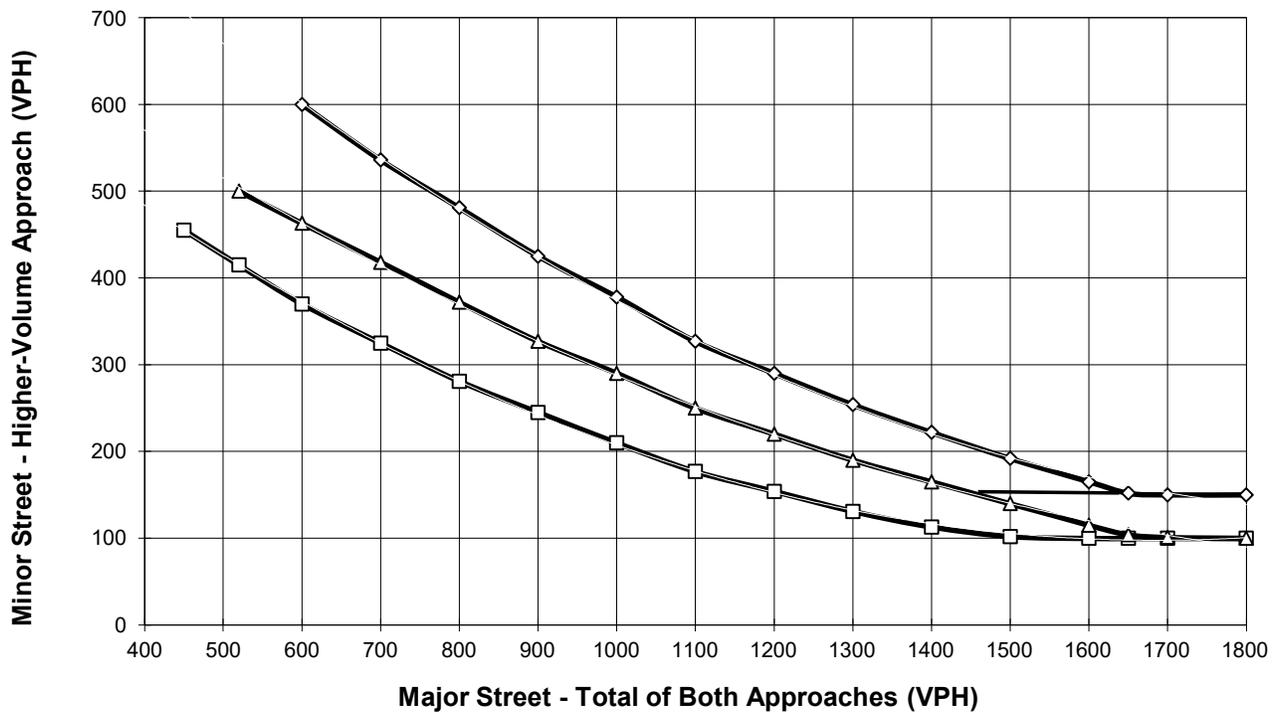
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Celeste Rd.**

High Volume Approach (VPH) = **42**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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 = **EAP (2029) Conditions - Weekday AM Peak Hour**

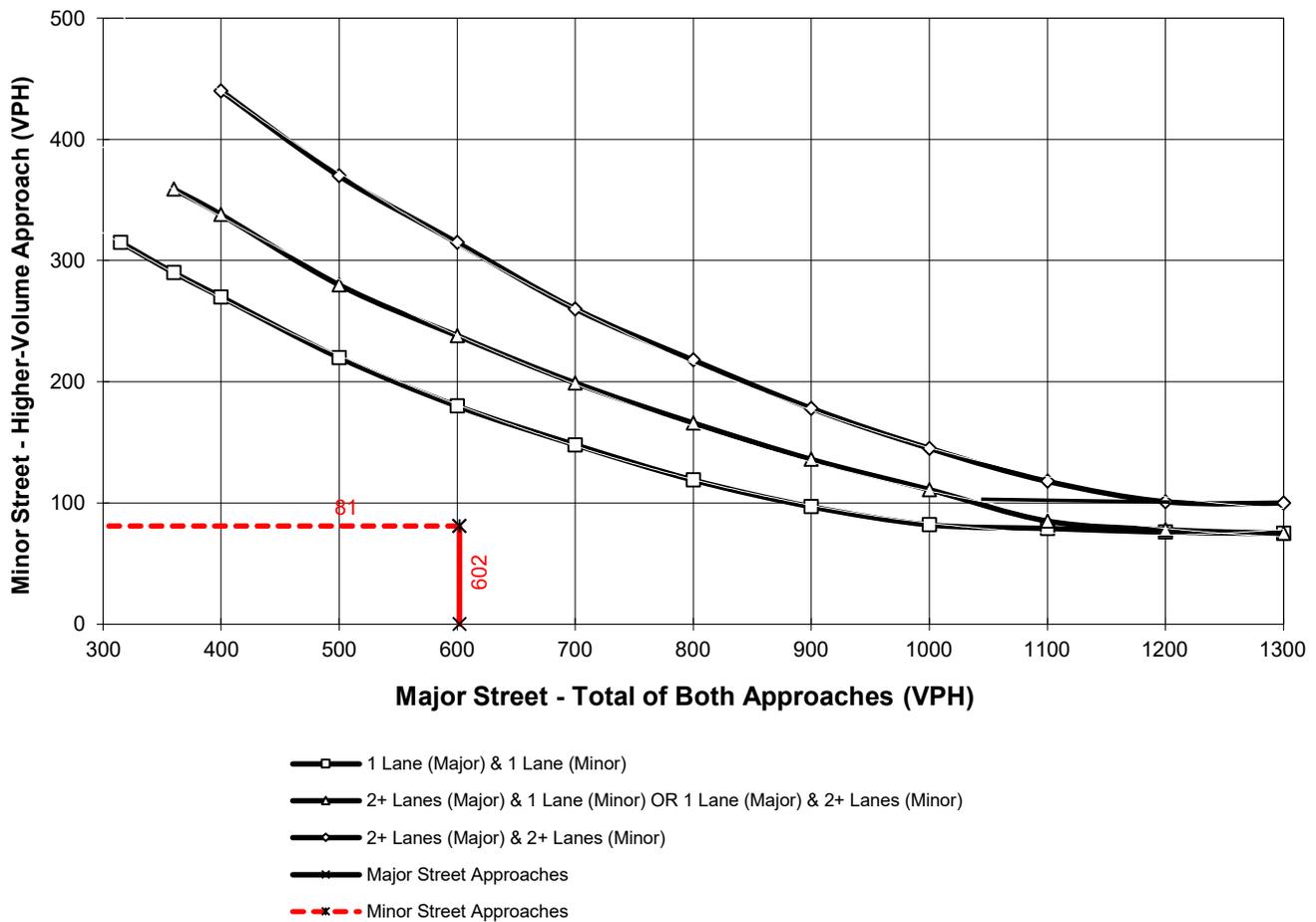
Major Street Name = **Devonshire Av.**

Total of Both Approaches (VPH) = **602**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Old Warren Rd.**

High Volume Approach (VPH) = **81**
 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>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				<u>JB</u>		DATE <u>11/12/24</u>
Major Street: <u>Rose Rd.</u>				<u>JB</u>		DATE <u>11/12/24</u>
Minor Street: <u>Rota Dr.</u>					Critical Approach Speed (Major) <u>40</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>700</u>	vpd	Minor Street Future ADT =		<u>572</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input 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			
XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<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>1 700</u>	<u>1 572</u>	8,000	5,600	2,400	1,680
<u>2 +</u>	<u>1</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<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>1 700</u>	<u>1 572</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		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	9%				
	<u>B</u>				
	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>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				<u>JB</u>		<u>DATE 11/12/24</u>
Major Street: <u>Rose Rd.</u>				<u>JB</u>		<u>DATE 11/12/24</u>
Minor Street: <u>Burgos Dr.</u>					Critical Approach Speed (Major) <u>40 mph</u>	
					Critical Approach Speed (Minor) <u>30 mph</u>	
Major Street Approach Lanes =		<u>1</u>	lane		Minor Street Approach Lanes =	<u>1</u> lane
Major Street Future ADT =		<u>828</u>	vpd		Minor Street Future ADT =	<u>700</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input 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			
XX		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>
1 828	1 700	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 828	1 700	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%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	XX				
	<u>A</u>				
	10%				
	<u>B</u>				
	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>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				<u>JB</u>		<u>DATE 11/12/24</u>
Major Street: <u>Myers St.</u>				<u>JB</u>		<u>DATE 11/12/24</u>
Minor Street: <u>Rose Rd.</u>					Critical Approach Speed (Major) <u>40 mph</u>	
					Critical Approach Speed (Minor) <u>30 mph</u>	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>699</u>	vpd	Minor Street Future ADT =		<u>699</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input 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			
XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<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>				
1 699	1 699	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX					
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 699	1 699	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>	<u>B</u>			
	9%	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.



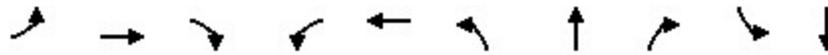
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APPENDIX 5.3: EAP (2029) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings

3: California Av. & Devonshire Av.

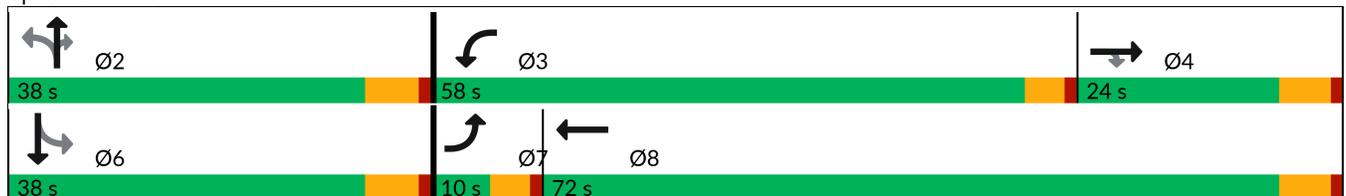


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	43	7	441	17	4	50	315	12	62
Future Volume (vph)	1	43	7	441	17	4	50	315	12	62
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4		3	8		2			6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.8	23.8	9.6	23.8	23.8	23.8	23.8	23.8	23.8
Total Split (s)	10.0	24.0	24.0	58.0	72.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	8.3%	20.0%	20.0%	48.3%	60.0%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	4.8	4.8	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	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	5.8	5.8	4.6	5.8		5.8	5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.8	12.5	12.5	21.8	16.5		12.5	12.5		12.5
Actuated g/C Ratio	0.11	0.23	0.23	0.40	0.30		0.23	0.23		0.23
v/c Ratio	0.01	0.12	0.02	0.73	0.05		0.15	0.57		0.22
Control Delay (s/veh)	34.0	25.0	0.1	23.2	12.3		25.2	7.6		25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	34.0	25.0	0.1	23.2	12.3		25.2	7.6		25.7
LOS	C	C	A	C	B		C	A		C
Approach Delay (s/veh)		21.8			22.7		10.2			25.7
Approach LOS		C			C		B			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 55.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay (s/veh): 18.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: California Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 3: California Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	43	7	441	17	7	4	50	315	12	62	0
Future Volume (veh/h)	1	43	7	441	17	7	4	50	315	12	62	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	50	6	513	20	6	5	58	308	14	72	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	202	171	581	598	179	87	445	389	112	405	0
Arrive On Green	0.00	0.11	0.11	0.33	0.43	0.43	0.25	0.25	0.25	0.25	0.25	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1381	414	41	1813	1585	119	1650	0
Grp Volume(v), veh/h	1	50	6	513	0	26	63	0	308	86	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1796	1854	0	1585	1770	0	0
Q Serve(g_s), s	0.0	1.2	0.2	13.8	0.0	0.4	0.0	0.0	9.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.2	0.2	13.8	0.0	0.4	1.3	0.0	9.2	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	0.08		1.00	0.16		0.00
Lane Grp Cap(c), veh/h	4	202	171	581	0	777	532	0	389	517	0	0
V/C Ratio(X)	0.28	0.25	0.04	0.88	0.00	0.03	0.12	0.00	0.79	0.17	0.00	0.00
Avail Cap(c_a), veh/h	190	674	571	1883	0	2353	1242	0	1010	1162	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.2	20.7	20.2	16.1	0.0	8.3	14.9	0.0	17.9	15.1	0.0	0.0
Incr Delay (d2), s/veh	15.5	0.6	0.1	1.8	0.0	0.0	0.1	0.0	3.7	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.1	4.5	0.0	0.1	0.5	0.0	3.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	21.3	20.3	17.9	0.0	8.3	15.0	0.0	21.5	15.2	0.0	0.0
LnGrp LOS	D	C	C	B		A	B		C	B		
Approach Vol, veh/h		57			539			371			86	
Approach Delay, s/veh		21.5			17.5			20.4			15.2	
Approach LOS		C			B			C			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.2	21.1	11.2		18.2	4.7	27.7				
Change Period (Y+Rc), s		5.8	4.6	5.8		5.8	4.6	5.8				
Max Green Setting (Gmax), s		32.2	53.4	18.2		32.2	5.4	66.2				
Max Q Clear Time (g_c+I1), s		11.2	15.8	3.2		3.8	2.0	2.4				
Green Ext Time (p_c), s		1.3	0.7	0.1		0.4	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.5									
HCM 7th LOS			B									

Timings
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	191	186	75	302	6	409	28	347
Future Volume (vph)	191	186	75	302	6	409	28	347
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.8	23.2	23.2	24.5	24.5	24.5	24.5
Total Split (s)	61.0	61.0	61.0	61.0	59.0	59.0	59.0	59.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	49.2%	49.2%	49.2%	49.2%
Yellow Time (s)	4.8	4.8	4.2	4.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.8		5.2		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None							
Act Effct Green (s)		41.8		42.4		39.1		39.1
Actuated g/C Ratio		0.44		0.45		0.41		0.41
v/c Ratio		0.85		0.61		0.65		0.85
Control Delay (s/veh)		43.9		25.0		27.6		37.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		43.9		25.0		27.6		37.3
LOS		D		C		C		D
Approach Delay (s/veh)		43.9		25.0		27.6		37.3
Approach LOS		D		C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 94.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 33.4	Intersection LOS: C
Intersection Capacity Utilization 105.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 5: Warren Rd. & Devonshire Av.



HCM 7th Signalized Intersection Summary
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	191	186	4	75	302	36	6	409	48	28	347	202
Future Volume (veh/h)	191	186	4	75	302	36	6	409	48	28	347	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	198	4	80	321	38	6	435	51	30	369	215
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	257	5	153	514	57	60	680	79	78	448	251
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	552	662	12	219	1324	146	6	1635	190	42	1077	603
Grp Volume(v), veh/h	405	0	0	439	0	0	492	0	0	614	0	0
Grp Sat Flow(s),veh/h/ln	1226	0	0	1690	0	0	1831	0	0	1723	0	0
Q Serve(g_s), s	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Cycle Q Clear(g_c), s	19.5	0.0	0.0	13.0	0.0	0.0	13.4	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.50		0.01	0.18		0.09	0.01		0.10	0.05		0.35
Lane Grp Cap(c), veh/h	562	0	0	724	0	0	819	0	0	776	0	0
V/C Ratio(X)	0.72	0.00	0.00	0.61	0.00	0.00	0.60	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	1210	0	0	1559	0	0	1581	0	0	1483	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	15.6	0.0	0.0	14.6	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	4.6	0.0	0.0	4.3	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	0.0	0.0	16.4	0.0	0.0	15.4	0.0	0.0	18.4	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		405			439			492				614
Approach Delay, s/veh		19.4			16.4			15.4				18.4
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.6		30.2		32.6		30.2				
Change Period (Y+Rc), s		6.5		5.8		6.5		* 5.8				
Max Green Setting (Gmax), s		52.5		55.2		52.5		* 56				
Max Q Clear Time (g_c+I1), s		15.4		21.5		22.1		15.0				
Green Ext Time (p_c), s		2.9		2.9		4.0		3.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		17.4
HCM 7th LOS		B

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)

11/12/2024



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↕		↕		↕		↕
Traffic Volume (vph)	231	120	317	24	16	36	43
Future Volume (vph)	231	120	317	24	16	36	43
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.4	23.4	22.7	22.7	22.7	22.7
Total Split (s)	86.0	86.0	86.0	34.0	34.0	34.0	34.0
Total Split (%)	71.7%	71.7%	71.7%	28.3%	28.3%	28.3%	28.3%
Yellow Time (s)	4.8	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.8		5.4		4.7		4.7
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None						
Act Effct Green (s)	21.7		22.0		12.7		12.7
Actuated g/C Ratio	0.57		0.58		0.34		0.34
v/c Ratio	0.27		0.57		0.24		0.18
Control Delay (s/veh)	7.5		11.3		8.2		14.1
Queue Delay	0.0		0.0		0.0		0.0
Total Delay (s/veh)	7.5		11.3		8.2		14.1
LOS	A		B		A		B
Approach Delay (s/veh)	7.5		11.3		8.2		14.1
Approach LOS	A		B		A		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 37.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay (s/veh): 10.0 Intersection LOS: B
 Intersection Capacity Utilization 59.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 12: Myers St. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



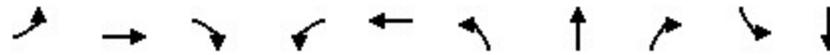
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	231	25	120	317	12	24	16	81	36	43	0
Future Volume (veh/h)	0	231	25	120	317	12	24	16	81	36	43	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	260	28	135	356	13	27	18	91	40	48	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	712	77	286	543	18	183	79	242	282	261	0
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.43	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	0	1659	179	315	1267	42	180	352	1076	488	1160	0
Grp Volume(v), veh/h	0	0	288	504	0	0	136	0	0	88	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1838	1624	0	0	1608	0	0	1648	0	0
Q Serve(g_s), s	0.0	0.0	3.2	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	3.2	7.5	0.0	0.0	2.1	0.0	0.0	1.2	0.0	0.0
Prop In Lane	0.00		0.10	0.27		0.03	0.20		0.67	0.45		0.00
Lane Grp Cap(c), veh/h	0	0	789	847	0	0	504	0	0	543	0	0
V/C Ratio(X)	0.00	0.00	0.37	0.59	0.00	0.00	0.27	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	0	0	4859	4331	0	0	1663	0	0	1691	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	5.9	7.0	0.0	0.0	9.9	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.7	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	1.2	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	6.1	7.6	0.0	0.0	10.2	0.0	0.0	9.7	0.0	0.0
LnGrp LOS			A	A			B			A		
Approach Vol, veh/h		288			504			136				88
Approach Delay, s/veh		6.1			7.6			10.2				9.7
Approach LOS		A			A			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.5		18.8		11.5		18.8				
Change Period (Y+Rc), s		4.7		5.8		4.7		* 5.8				
Max Green Setting (Gmax), s		29.3		80.2		29.3		* 81				
Max Q Clear Time (g_c+I1), s		4.1		5.2		3.2		9.5				
Green Ext Time (p_c), s		0.8		1.7		0.4		3.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		7.7
HCM 7th LOS		A

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

3: California Av. & Devonshire Av.

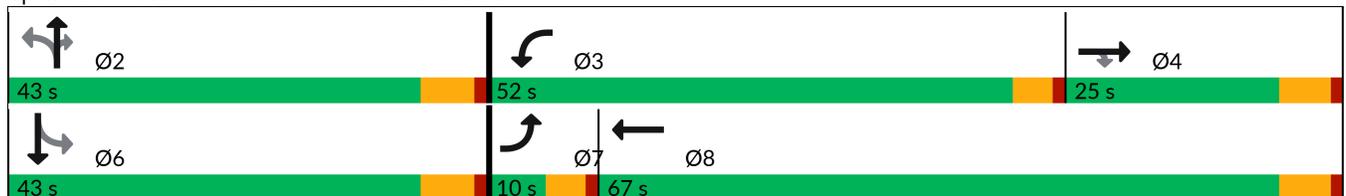


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	46	11	377	53	22	77	354	7	93
Future Volume (vph)	1	46	11	377	53	22	77	354	7	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4		3	8		2			6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.8	23.8	9.6	23.8	23.8	23.8	23.8	23.8	23.8
Total Split (s)	10.0	25.0	25.0	52.0	67.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	8.3%	20.8%	20.8%	43.3%	55.8%	35.8%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	4.8	4.8	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	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	5.8	5.8	4.6	5.8		5.8	5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	12.4	12.4	16.8	19.5		12.7	12.7		12.7
Actuated g/C Ratio	0.11	0.25	0.25	0.33	0.39		0.25	0.25		0.25
v/c Ratio	0.00	0.10	0.02	0.66	0.10		0.24	0.55		0.24
Control Delay (s/veh)	31.0	21.7	0.1	22.7	8.5		22.4	6.7		21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	31.0	21.7	0.1	22.7	8.5		22.4	6.7		21.7
LOS	C	C	A	C	A		C	A		C
Approach Delay (s/veh)		17.9			20.6		10.1			21.7
Approach LOS		B			C		B			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 50.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay (s/veh): 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 53.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: California Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 3: California Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	46	11	377	53	13	22	77	354	7	93	7
Future Volume (veh/h)	1	46	11	377	53	13	22	77	354	7	93	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	48	8	393	55	11	23	80	317	7	97	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	210	178	469	566	113	153	413	417	96	447	22
Arrive On Green	0.00	0.11	0.11	0.26	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1585	1781	1513	303	206	1572	1585	38	1699	84
Grp Volume(v), veh/h	1	48	8	393	0	66	103	0	317	109	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1816	1778	0	1585	1821	0	0
Q Serve(g_s), s	0.0	1.0	0.2	9.3	0.0	1.1	0.0	0.0	8.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	0.2	9.3	0.0	1.1	1.9	0.0	8.2	2.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.17	0.22		1.00	0.06		0.05
Lane Grp Cap(c), veh/h	4	210	178	469	0	679	566	0	417	564	0	0
V/C Ratio(X)	0.25	0.23	0.05	0.84	0.00	0.10	0.18	0.00	0.76	0.19	0.00	0.00
Avail Cap(c_a), veh/h	215	802	680	1886	0	2483	1532	0	1317	1561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	18.1	17.7	15.6	0.0	9.1	12.9	0.0	15.2	12.9	0.0	0.0
Incr Delay (d2), s/veh	11.8	0.6	0.1	1.6	0.0	0.1	0.2	0.0	2.9	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.1	3.0	0.0	0.3	0.6	0.0	2.5	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	18.7	17.8	17.2	0.0	9.2	13.0	0.0	18.1	13.1	0.0	0.0
LnGrp LOS	C	B	B	B		A	B		B	B		
Approach Vol, veh/h		57			459			420			109	
Approach Delay, s/veh		18.8			16.0			16.8			13.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.6	16.4	10.8		17.6	4.7	22.5				
Change Period (Y+Rc), s		5.8	4.6	5.8		5.8	4.6	5.8				
Max Green Setting (Gmax), s		37.2	47.4	19.2		37.2	5.4	61.2				
Max Q Clear Time (g_c+I1), s		10.2	11.3	3.0		4.1	2.0	3.1				
Green Ext Time (p_c), s		1.6	0.5	0.1		0.5	0.0	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.2								
HCM 7th LOS				B								

Timings
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

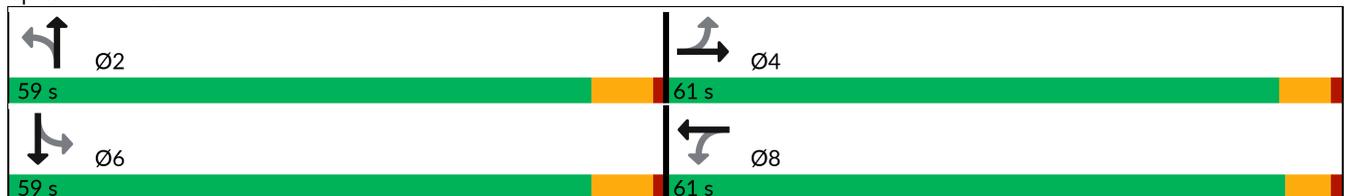


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	183	182	61	317	11	412	58	287
Future Volume (vph)	183	182	61	317	11	412	58	287
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.8	23.2	23.2	24.5	24.5	24.5	24.5
Total Split (s)	61.0	61.0	61.0	61.0	59.0	59.0	59.0	59.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	49.2%	49.2%	49.2%	49.2%
Yellow Time (s)	4.8	4.8	4.2	4.2	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.8		5.2		6.5		6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None							
Act Effect Green (s)		40.3		41.0		37.8		37.8
Actuated g/C Ratio		0.44		0.45		0.41		0.41
v/c Ratio		0.83		0.61		0.75		0.83
Control Delay (s/veh)		41.9		24.2		30.7		36.5
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		41.9		24.2		30.7		36.5
LOS		D		C		C		D
Approach Delay (s/veh)		41.9		24.2		30.7		36.5
Approach LOS		D		C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.7	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 116.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: Warren Rd. & Devonshire Av.



HCM 7th Signalized Intersection Summary
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	183	182	3	61	317	55	11	412	111	58	287	167
Future Volume (veh/h)	183	182	3	61	317	55	11	412	111	58	287	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	190	3	64	330	57	11	429	116	60	299	174
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	266	4	143	503	81	79	542	144	127	393	212
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	555	730	10	161	1378	223	12	1409	375	118	1021	552
Grp Volume(v), veh/h	384	0	0	451	0	0	556	0	0	533	0	0
Grp Sat Flow(s),veh/h/ln	1295	0	0	1762	0	0	1795	0	0	1692	0	0
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	10.5	0.0	0.0	13.4	0.0	0.0	13.3	0.0	0.0
Prop In Lane	0.50		0.01	0.14		0.13	0.02		0.21	0.11		0.33
Lane Grp Cap(c), veh/h	582	0	0	727	0	0	765	0	0	732	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.62	0.00	0.00	0.73	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	1571	0	0	2034	0	0	1976	0	0	1808	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	13.2	0.0	0.0	13.4	0.0	0.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.9	0.0	0.0	1.3	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	3.5	0.0	0.0	3.8	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	0.0	14.0	0.0	0.0	14.8	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		384			451			556				533
Approach Delay, s/veh		15.1			14.0			14.8				14.8
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.4		23.7		25.4		23.7				
Change Period (Y+Rc), s		6.5		5.8		6.5		* 5.8				
Max Green Setting (Gmax), s		52.5		55.2		52.5		* 56				
Max Q Clear Time (g_c+I1), s		15.4		15.2		15.3		12.5				
Green Ext Time (p_c), s		3.4		2.8		3.6		3.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.7
HCM 7th LOS		B

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

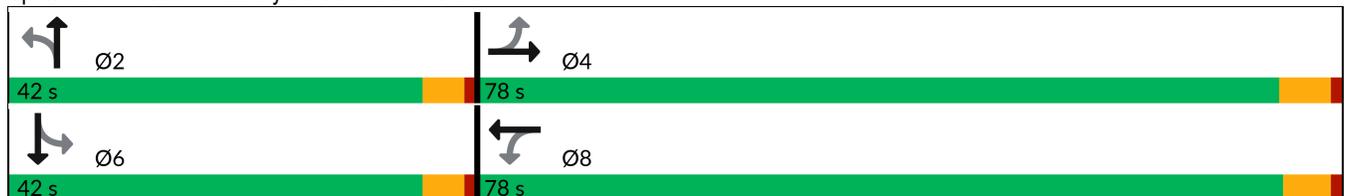


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↕		↕		↕		↕
Traffic Volume (vph)	211	162	338	49	49	24	28
Future Volume (vph)	211	162	338	49	49	24	28
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.4	23.4	22.7	22.7	22.7	22.7
Total Split (s)	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.8		5.4		4.7		4.7
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None						
Act Effct Green (s)	35.2		35.6		18.2		17.5
Actuated g/C Ratio	0.54		0.54		0.28		0.27
v/c Ratio	0.28		0.77		0.64		0.15
Control Delay (s/veh)	8.7		19.2		24.3		22.9
Queue Delay	0.0		0.0		0.0		0.0
Total Delay (s/veh)	8.7		19.2		24.3		22.9
LOS	A		B		C		C
Approach Delay (s/veh)	8.7		19.2		24.3		22.9
Approach LOS	A		B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 65.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay (s/veh): 18.4
 Intersection LOS: B
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Myers St. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	211	30	162	338	40	49	49	183	24	28	2
Future Volume (veh/h)	0	211	30	162	338	40	49	49	183	24	28	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	243	34	186	389	46	56	56	210	28	32	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	804	112	292	516	56	142	102	282	259	258	13
Arrive On Green	0.00	0.50	0.50	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	0	1605	225	377	1031	113	183	379	1053	537	964	50
Grp Volume(v), veh/h	0	0	277	621	0	0	322	0	0	62	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1830	1520	0	0	1615	0	0	1551	0	0
Q Serve(g_s), s	0.0	0.0	4.0	11.7	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.0	15.7	0.0	0.0	8.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.00		0.12	0.30		0.07	0.17		0.65	0.45		0.03
Lane Grp Cap(c), veh/h	0	0	916	864	0	0	526	0	0	531	0	0
V/C Ratio(X)	0.00	0.00	0.30	0.72	0.00	0.00	0.61	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	0	0	2912	2547	0	0	1404	0	0	1320	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	6.7	9.5	0.0	0.0	15.1	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.1	0.0	0.0	1.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	3.4	0.0	0.0	2.7	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	6.8	10.7	0.0	0.0	16.3	0.0	0.0	12.7	0.0	0.0
LnGrp LOS			A	B			B			B		
Approach Vol, veh/h		277			621			322				62
Approach Delay, s/veh		6.8			10.7			16.3				12.7
Approach LOS		A			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.9		28.5		16.9		28.5				
Change Period (Y+Rc), s		4.7		5.8		4.7		* 5.8				
Max Green Setting (Gmax), s		37.3		72.2		37.3		* 73				
Max Q Clear Time (g_c+I1), s		10.2		6.0		3.1		17.7				
Green Ext Time (p_c), s		2.2		1.6		0.3		5.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.4
HCM 7th LOS		B

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 6.1: EAPC (2029) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

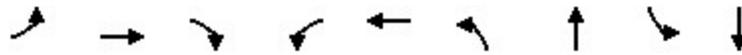
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Timings

Tres Cerritos TA (JN:15939)

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	14	1226	195	629	1557	152	7	32	49
Future Volume (vph)	14	1226	195	629	1557	152	7	32	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	35.0	35.0	43.0	68.4	42.0	42.0	42.0	42.0
Total Split (%)	8.0%	29.2%	29.2%	35.8%	57.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	29.0	29.0	38.6	68.7	19.4	19.4	20.2	20.2
Actuated g/C Ratio	0.05	0.28	0.28	0.37	0.66	0.19	0.19	0.19	0.19
v/c Ratio	0.18	1.33	0.39	1.03	0.75	0.65	0.71	0.49	0.15
Control Delay (s/veh)	55.9	189.4	11.5	75.8	17.3	50.6	9.7	58.9	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.9	189.4	11.5	75.8	17.3	50.6	9.7	58.9	33.2
LOS	E	F	B	E	B	D	A	E	C
Approach Delay (s/veh)		163.9			33.7		20.1		43.1
Approach LOS		F			C		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay (s/veh): 74.8
 Intersection LOS: E
 Intersection Capacity Utilization 110.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



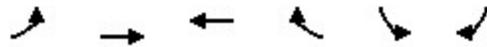
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	14	1226	195	629	1557	60	152	7	439	32	49	1
Future Volume (veh/h)	14	1226	195	629	1557	60	152	7	439	32	49	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1318	154	676	1674	49	163	8	305	34	53	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	945	419	632	2129	62	341	9	351	106	414	8
Arrive On Green	0.02	0.27	0.27	0.35	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	3554	1576	1781	3526	103	1350	41	1551	1067	1830	35
Grp Volume(v), veh/h	15	1318	154	676	841	882	163	0	313	34	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1576	1781	1777	1852	1350	0	1591	1067	0	1864
Q Serve(g_s), s	0.9	28.8	8.6	38.4	38.6	39.0	11.9	0.0	20.5	3.4	0.0	2.5
Cycle Q Clear(g_c), s	0.9	28.8	8.6	38.4	38.6	39.0	14.4	0.0	20.5	24.0	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.97	1.00		0.02
Lane Grp Cap(c), veh/h	30	945	419	632	1073	1118	341	0	360	106	0	422
V/C Ratio(X)	0.50	1.39	0.37	1.07	0.78	0.79	0.48	0.00	0.87	0.32	0.00	0.13
Avail Cap(c_a), veh/h	82	945	419	632	1073	1118	487	0	532	232	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.8	39.7	32.3	34.9	16.1	16.2	39.1	0.0	40.4	51.9	0.0	33.4
Incr Delay (d2), s/veh	4.8	184.0	0.5	56.1	3.9	3.9	1.0	0.0	10.1	1.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	35.9	3.2	25.1	14.2	14.9	3.9	0.0	8.7	1.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	223.8	32.9	91.0	20.0	20.1	40.2	0.0	50.5	53.6	0.0	33.5
LnGrp LOS	E	F	C	F	C	C	D		D	D		C
Approach Vol, veh/h		1487			2399			476				88
Approach Delay, s/veh		202.3			40.0			46.9				41.3
Approach LOS		F			D			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	43.0	35.0		30.3	6.4	71.6				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	38.4	28.8		* 37	5.0	62.2				
Max Q Clear Time (g_c+I1), s		22.5	40.4	30.8		26.0	2.9	41.0				
Green Ext Time (p_c), s		2.0	0.0	0.0		0.2	0.0	12.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		95.0
HCM 7th LOS		F

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

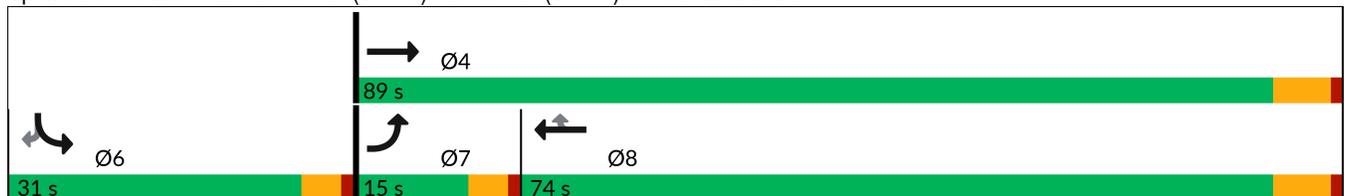


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↖↖	↖	↖	↖
Traffic Volume (vph)	25	1731	1872	39	29	76
Future Volume (vph)	25	1731	1872	39	29	76
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	15.0	89.0	74.0	74.0	31.0	31.0
Total Split (%)	12.5%	74.2%	61.7%	61.7%	25.8%	25.8%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	6.8	47.7	44.3	44.3	6.9	6.9
Actuated g/C Ratio	0.11	0.79	0.73	0.73	0.11	0.11
v/c Ratio	0.14	0.66	0.53	0.04	0.15	0.32
Control Delay (s/veh)	35.7	5.5	6.7	2.1	35.3	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.7	5.5	6.7	2.1	35.3	13.4
LOS	D	A	A	A	D	B
Approach Delay (s/veh)		5.9	6.6		19.5	
Approach LOS		A	A		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 60.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 6.6	Intersection LOS: A
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

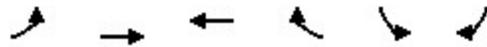
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	25	1731	1872	39	29	76	
Future Volume (veh/h)	25	1731	1872	39	29	76	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	27	1841	1991	41	31	81	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	54	2665	3288	1020	129	115	
Arrive On Green	0.03	0.75	0.64	0.64	0.07	0.07	
Sat Flow, veh/h	1781	3647	5274	1584	1781	1585	
Grp Volume(v), veh/h	27	1841	1991	41	31	81	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1584	1781	1585	
Q Serve(g_s), s	0.9	16.3	13.8	0.6	1.0	3.0	
Cycle Q Clear(g_c), s	0.9	16.3	13.8	0.6	1.0	3.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	54	2665	3288	1020	129	115	
V/C Ratio(X)	0.50	0.69	0.61	0.04	0.24	0.71	
Avail Cap(c_a), veh/h	305	4843	5698	1767	774	689	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.0	3.9	6.3	4.0	26.6	27.5	
Incr Delay (d2), s/veh	2.7	0.3	0.2	0.0	0.4	2.9	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.0	2.5	0.1	0.4	2.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	31.7	4.3	6.5	4.0	27.0	30.5	
LnGrp LOS	C	A	A	A	C	C	
Approach Vol, veh/h		1868	2032		112		
Approach Delay, s/veh		4.7	6.4		29.5		
Approach LOS		A	A		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				51.8	9.0	6.4	45.3
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				82.8	26.4	10.4	67.8
Max Q Clear Time (g_c+I1), s				18.3	5.0	2.9	15.8
Green Ext Time (p_c), s				23.5	0.1	0.0	23.3
Intersection Summary							
HCM 7th Control Delay, s/veh			6.3				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh	42.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑			↗	↗		↕	
Traffic Vol, veh/h	1	53	7	634	49	23	4	68	342	12	68	0
Future Vol, veh/h	1	53	7	634	49	23	4	68	342	12	68	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	62	8	737	57	27	5	79	398	14	79	0
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	3.1		237.2	
HCM LOS	B		C	

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	6%	0%	100%	0%	0%	100%	0%	15%
Vol Thru, %	94%	0%	0%	100%	0%	0%	68%	85%
Vol Right, %	0%	100%	0%	0%	100%	0%	32%	0%
Sign Control	Stop							
Traffic Vol by Lane	72	342	1	53	7	634	72	80
LT Vol	4	0	1	0	0	634	0	12
Through Vol	68	0	0	53	0	0	49	68
RT Vol	0	342	0	0	7	0	23	0
Lane Flow Rate	84	398	1	62	8	737	84	93
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.169	0.724	0.003	0.141	0.017	1.517	0.155	0.213
Departure Headway (Hd)	8.279	7.542	9.721	9.201	8.472	7.408	6.668	9.365
Convergence, Y/N	Yes							
Cap	436	485	370	392	425	494	537	386
Service Time	5.979	5.242	7.421	6.901	6.172	5.152	4.411	7.065
HCM Lane V/C Ratio	0.193	0.821	0.003	0.158	0.019	1.492	0.156	0.241
HCM Control Delay, s/veh	12.7	27.6	12.5	13.4	11.3	262.9	10.6	14.6
HCM Lane LOS	B	D	B	B	B	F	B	B
HCM 95th-tile Q	0.6	5.8	0	0.5	0.1	38.4	0.5	0.8

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕		↕		↕	↗
Traffic Volume (vph)	344	1478	24	1471	9	7	63	3	518
Future Volume (vph)	344	1478	24	1471	9	7	63	3	518
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	38.0	70.0	10.0	42.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	31.7%	58.3%	8.3%	35.0%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.8	59.6	5.3	36.5		14.9		14.3	14.3
Actuated g/C Ratio	0.24	0.67	0.06	0.41		0.17		0.16	0.16
v/c Ratio	0.81	0.64	0.23	1.08		0.17		0.29	0.80
Control Delay (s/veh)	48.2	12.5	51.2	76.1		17.2		37.5	15.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	48.2	12.5	51.2	76.1		17.2		37.5	15.2
LOS	D	B	D	E		B		D	B
Approach Delay (s/veh)		19.2		75.7		17.2		17.7	
Approach LOS		B		E		B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay (s/veh): 40.7
 Intersection LOS: D
 Intersection Capacity Utilization 96.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	↖
Traffic Volume (veh/h)	344	1478	4	24	1471	48	9	7	33	63	3	518
Future Volume (veh/h)	344	1478	4	24	1471	48	9	7	33	63	3	518
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	1508	4	24	1501	41	9	7	34	64	3	529
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	1874	5	42	1148	31	97	88	311	480	21	492
Arrive On Green	0.21	0.52	0.52	0.02	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	3636	10	1781	3533	96	188	284	1003	1343	68	1585
Grp Volume(v), veh/h	351	737	775	24	754	788	50	0	0	67	0	529
Grp Sat Flow(s),veh/h/ln	1781	1777	1869	1781	1777	1853	1474	0	0	1411	0	1585
Q Serve(g_s), s	21.3	37.8	37.9	1.5	35.8	35.8	0.0	0.0	0.0	0.8	0.0	34.2
Cycle Q Clear(g_c), s	21.3	37.8	37.9	1.5	35.8	35.8	2.4	0.0	0.0	3.1	0.0	34.2
Prop In Lane	1.00		0.01	1.00		0.05	0.18		0.68	0.96		1.00
Lane Grp Cap(c), veh/h	382	916	963	42	577	602	496	0	0	502	0	492
V/C Ratio(X)	0.92	0.80	0.80	0.57	1.31	1.31	0.10	0.00	0.00	0.13	0.00	1.08
Avail Cap(c_a), veh/h	540	1029	1082	87	577	602	510	0	0	502	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	22.1	22.1	53.3	37.2	37.2	27.0	0.0	0.0	27.2	0.0	38.0
Incr Delay (d2), s/veh	13.9	4.3	4.1	4.5	149.8	151.1	0.1	0.0	0.0	0.1	0.0	62.4
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	10.3	15.0	15.7	0.7	38.4	40.3	1.0	0.0	0.0	1.2	0.0	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.3	26.4	26.2	57.7	187.0	188.3	27.1	0.0	0.0	27.4	0.0	100.4
LnGrp LOS	E	C	C	E	F	F	C			C		F
Approach Vol, veh/h		1863			1566			50				596
Approach Delay, s/veh		31.9			185.7			27.1				92.2
Approach LOS		C			F			C				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	7.2	63.0		40.0	28.2	42.0				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 35	5.4	63.8		34.2	33.4	35.8				
Max Q Clear Time (g_c+I1), s		4.4	3.5	39.9		36.2	23.3	37.8				
Green Ext Time (p_c), s		0.3	0.0	10.6		0.0	0.4	0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				99.8								
HCM 7th LOS				F								

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	587											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	194	261	5	137	428	157	9	660	114	155	576	203
Future Vol, veh/h	194	261	5	137	428	157	9	660	114	155	576	203
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	206	278	5	146	455	167	10	702	121	165	613	216
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	247	526.6	605	786.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	42%	19%	17%
Vol Thru, %	84%	57%	59%	62%
Vol Right, %	15%	1%	22%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	783	460	722	934
LT Vol	9	194	137	155
Through Vol	660	261	428	576
RT Vol	114	5	157	203
Lane Flow Rate	833	489	768	994
Geometry Grp	1	1	1	1
Degree of Util (X)	2.209	1.32	2.035	2.631
Departure Headway (Hd)	21.359	26.774	20.523	19.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	183	142	184	199
Service Time	19.359	24.774	18.523	17.294
HCM Lane V/C Ratio	4.552	3.444	4.174	4.995
HCM Control Delay, s/veh	605	247	526.6	786.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	30.1	11.3	27.6	42.4

Timings
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

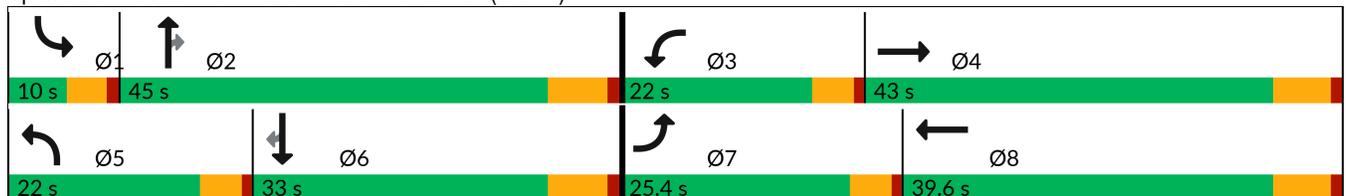


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷	↶	↶↷	↶	↶↷	↶	↶	↶↷	↶
Traffic Volume (vph)	307	1177	277	979	212	450	228	56	325	340
Future Volume (vph)	307	1177	277	979	212	450	228	56	325	340
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	25.4	43.0	22.0	39.6	22.0	45.0	45.0	10.0	33.0	33.0
Total Split (%)	21.2%	35.8%	18.3%	33.0%	18.3%	37.5%	37.5%	8.3%	27.5%	27.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	20.9	36.9	17.5	33.5	16.3	29.7	29.7	5.4	16.7	16.7
Actuated g/C Ratio	0.19	0.34	0.16	0.31	0.15	0.27	0.27	0.05	0.15	0.15
v/c Ratio	0.95	1.22	1.02	0.98	0.84	0.49	0.41	0.67	0.63	0.68
Control Delay (s/veh)	82.8	141.4	106.6	62.2	72.7	35.6	8.2	87.4	48.8	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.8	141.4	106.6	62.2	72.7	35.6	8.2	87.4	48.8	13.2
LOS	F	F	F	E	E	D	A	F	D	B
Approach Delay (s/veh)		130.8		71.7		37.4			35.0	
Approach LOS		F		E		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay (s/veh): 81.0
 Intersection LOS: F
 Intersection Capacity Utilization 93.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1177	208	277	979	40	212	450	228	56	325	340
Future Volume (veh/h)	307	1177	208	277	979	40	212	450	228	56	325	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	1226	175	289	1020	35	221	469	178	58	339	259
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1013	144	273	1032	35	249	1021	456	75	673	300
Arrive On Green	0.18	0.32	0.32	0.15	0.29	0.29	0.14	0.29	0.29	0.04	0.19	0.19
Sat Flow, veh/h	1781	3124	444	1781	3505	120	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	320	695	706	289	517	538	221	469	178	58	339	259
Grp Sat Flow(s),veh/h/ln	1781	1777	1790	1781	1777	1849	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	20.3	36.8	36.8	17.4	32.9	32.9	13.8	12.3	10.2	3.7	9.7	18.0
Cycle Q Clear(g_c), s	20.3	36.8	36.8	17.4	32.9	32.9	13.8	12.3	10.2	3.7	9.7	18.0
Prop In Lane	1.00		0.25	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	576	581	273	523	544	249	1021	456	75	673	300
V/C Ratio(X)	0.98	1.21	1.22	1.06	0.99	0.99	0.89	0.46	0.39	0.78	0.50	0.86
Avail Cap(c_a), veh/h	327	576	581	273	523	544	273	1206	538	85	830	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	38.3	38.3	48.0	39.8	39.8	47.9	33.2	32.4	53.8	41.2	44.5
Incr Delay (d2), s/veh	44.1	108.3	112.2	70.5	36.3	35.5	24.8	0.3	0.5	27.7	0.6	15.8
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	12.6	32.3	33.1	12.7	18.7	19.4	7.5	5.0	3.8	2.1	4.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.2	146.6	150.6	118.6	76.1	75.4	72.8	33.5	33.0	81.6	41.8	60.4
LnGrp LOS	F	F	F	F	E	E	E	C	C	F	D	E
Approach Vol, veh/h		1721			1344			868			656	
Approach Delay, s/veh		137.7			84.9			43.4			52.6	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	39.1	22.0	43.0	20.5	28.0	25.4	39.6				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	5.4	38.5	17.4	36.8	17.4	26.5	20.8	33.4				
Max Q Clear Time (g_c+I1), s	5.7	14.3	19.4	38.8	15.8	20.0	22.3	34.9				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.0	1.5	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			92.3									
HCM 7th LOS			F									

Intersection						
Int Delay, s/veh	7.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	18	88	0	8	53
Future Vol, veh/h	0	18	88	0	8	53
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, %	2	2	2	2	2	2
Mvmt Flow	0	20	96	0	9	58

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	20	0	201 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	191 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1597	-	787 1072
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	841 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	740 1072
Mov Cap-2 Maneuver	-	-	-	-	740 -
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	791 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.4	8.81
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1012	-	-	1597	-
HCM Lane V/C Ratio	0.066	-	-	0.06	-
HCM Control Delay (s/veh)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	53	441	572	8	18	88
Future Vol, veh/h	53	441	572	8	18	88
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	501	650	9	20	100

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	659	0	-	0	1276 655
Stage 1	-	-	-	-	655 -
Stage 2	-	-	-	-	622 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	929	-	-	-	184 466
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	536 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	929	-	-	-	167 466
Mov Cap-2 Maneuver	-	-	-	-	167 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	536 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.98	0	20.08
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	193	-	-	-	358
HCM Lane V/C Ratio	0.065	-	-	-	0.337
HCM Control Delay (s/veh)	9.1	0	-	-	20.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	20	33	32	2	7	56
Future Vol, veh/h	20	33	32	2	7	56
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, %	2	2	2	2	2	2
Mvmt Flow	22	36	35	2	8	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	37	0	-	0	115 36
Stage 1	-	-	-	-	36 -
Stage 2	-	-	-	-	79 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1574	-	-	-	881 1037
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	944 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1574	-	-	-	869 1037
Mov Cap-2 Maneuver	-	-	-	-	869 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	944 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.76	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	-	-	-	1015
HCM Lane V/C Ratio	0.014	-	-	-	0.067
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		2	
Traffic Vol, veh/h	2	38	27	25	70	7
Future Vol, veh/h	2	38	27	25	70	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	41	29	27	76	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	57	0	-	0	89 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	46 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1548	-	-	-	912 1027
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	977 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1548	-	-	-	911 1027
Mov Cap-2 Maneuver	-	-	-	-	911 -
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	977 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.37	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	90	-	-	-	920
HCM Lane V/C Ratio	0.001	-	-	-	0.091
HCM Control Delay (s/veh)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	93	47	23	76	0
Future Vol, veh/h	0	93	47	23	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	101	51	25	83	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	210	83	83	0	0
Stage 1	83	-	-	-	-
Stage 2	127	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	779	977	1515	-	-
Stage 1	941	-	-	-	-
Stage 2	899	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	752	977	1515	-	-
Mov Cap-2 Maneuver	752	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	899	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.11	5.01	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1209	-	977	-	-
HCM Lane V/C Ratio	0.034	-	0.103	-	-
HCM Control Delay (s/veh)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	231.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	437	35	171	525	18	32	53	122	55	117	0
Future Vol, veh/h	0	437	35	171	525	18	32	53	122	55	117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	491	39	192	590	20	36	60	137	62	131	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	530	0	0	1551	1505	511	1505	1515	600
Stage 1	-	-	-	-	-	-	511	511	-	984	984	-
Stage 2	-	-	-	-	-	-	1040	994	-	521	530	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	969	-	-	1037	-	-	93	121	563	100	~ 120	501
Stage 1	-	-	-	-	-	-	546	537	-	299	326	-
Stage 2	-	-	-	-	-	-	278	323	-	539	526	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	969	-	-	1037	-	-	67	87	563	~ 21	~ 86	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	87	-	~ 21	~ 86	-
Stage 1	-	-	-	-	-	-	546	537	-	215	235	-
Stage 2	-	-	-	-	-	-	88	232	-	362	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.22	294.49	\$ 1738.84
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	158	969	-	-	428	-	-	43
HCM Lane V/C Ratio	1.468	-	-	-	0.185	-	-	4.446
HCM Control Delay (s/veh)	294.5	0	-	-	9.3	0	-	\$ 1738.8
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	15.1	0	-	-	0.7	-	-	22

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

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

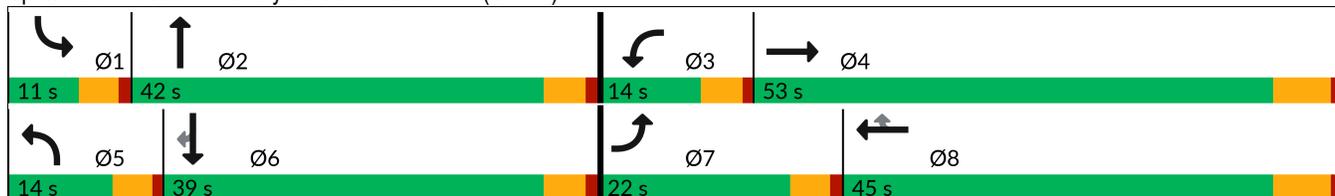


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↗↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	137	1057	32	1032	149	26	69	141	47	145
Future Volume (vph)	137	1057	32	1032	149	26	69	141	47	145
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	22.0	53.0	14.0	45.0	45.0	14.0	42.0	11.0	39.0	39.0
Total Split (%)	18.3%	44.2%	11.7%	37.5%	37.5%	11.7%	35.0%	9.2%	32.5%	32.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	11.5	44.7	6.5	34.7	34.7	6.2	14.1	7.8	18.4	18.4
Actuated g/C Ratio	0.14	0.53	0.08	0.41	0.41	0.07	0.17	0.09	0.22	0.22
v/c Ratio	0.60	0.60	0.24	0.74	0.22	0.21	0.33	0.91	0.12	0.33
Control Delay (s/veh)	49.2	19.0	47.9	27.5	5.9	47.8	31.4	95.9	31.5	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.2	19.0	47.9	27.5	5.9	47.8	31.4	95.9	31.5	7.6
LOS	D	B	D	C	A	D	C	F	C	A
Approach Delay (s/veh)		22.4		25.4			34.8		48.4	
Approach LOS		C		C			C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 85
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay (s/veh): 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 63.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘	↘	↘		↘	↑	↘
Traffic Volume (veh/h)	137	1057	12	32	1032	149	26	69	30	141	47	145
Future Volume (veh/h)	137	1057	12	32	1032	149	26	69	30	141	47	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	1101	10	33	1075	153	27	72	16	147	49	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	1671	15	60	1404	612	52	179	40	164	344	291
Arrive On Green	0.10	0.46	0.46	0.03	0.40	0.40	0.03	0.12	0.12	0.09	0.18	0.18
Sat Flow, veh/h	1781	3609	33	1781	3554	1550	1781	1477	328	1781	1870	1582
Grp Volume(v), veh/h	143	542	569	33	1075	153	27	0	88	147	49	107
Grp Sat Flow(s),veh/h/ln	1781	1777	1864	1781	1777	1550	1781	0	1805	1781	1870	1582
Q Serve(g_s), s	5.4	16.4	16.4	1.3	18.2	4.6	1.0	0.0	3.1	5.7	1.5	4.1
Cycle Q Clear(g_c), s	5.4	16.4	16.4	1.3	18.2	4.6	1.0	0.0	3.1	5.7	1.5	4.1
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	182	823	864	60	1404	612	52	0	218	164	344	291
V/C Ratio(X)	0.79	0.66	0.66	0.55	0.77	0.25	0.52	0.00	0.40	0.89	0.14	0.37
Avail Cap(c_a), veh/h	447	1199	1258	241	1988	867	241	0	971	164	925	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	14.4	14.4	33.0	18.2	14.1	33.2	0.0	28.2	31.2	23.7	24.8
Incr Delay (d2), s/veh	2.9	0.9	0.9	2.8	1.2	0.2	2.9	0.0	1.2	40.4	0.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.3	5.6	0.5	6.3	1.4	0.5	0.0	1.4	4.2	0.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	15.3	15.3	35.8	19.4	14.3	36.1	0.0	29.4	71.6	23.9	25.5
LnGrp LOS	C	B	B	D	B	B	D		C	E	C	C
Approach Vol, veh/h		1254			1261			115			303	
Approach Delay, s/veh		17.3			19.2			31.0			47.6	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	13.1	7.0	38.3	6.6	17.5	11.7	33.6				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	6.4	37.3	9.4	46.8	9.4	34.3	17.4	38.8				
Max Q Clear Time (g_c+I1), s	7.7	5.1	3.3	18.4	3.0	6.1	7.4	20.2				
Green Ext Time (p_c), s	0.0	0.5	0.0	7.2	0.0	0.6	0.1	7.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.8									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	960	272	0	1170	0	7
Future Vol, veh/h	960	272	0	1170	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	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	990	280	0	1206	0	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	635
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	421
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	421
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	421	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-
HCM Control Delay (s/veh)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)

11/12/2024

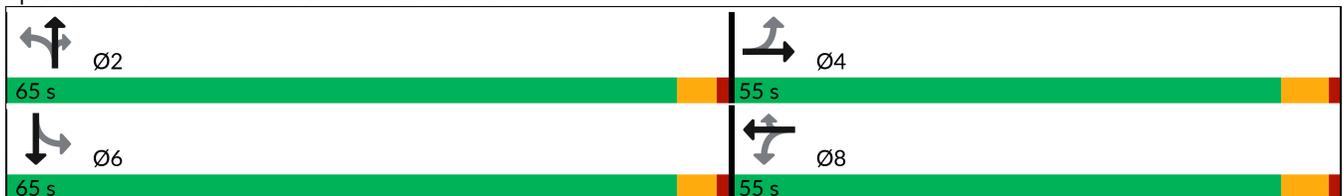


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	286	289	59	393	21	39	158	31	26	205
Future Volume (vph)	286	289	59	393	21	39	158	31	26	205
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	55.0	55.0	55.0	55.0	55.0	65.0	65.0	65.0	65.0	65.0
Total Split (%)	45.8%	45.8%	45.8%	45.8%	45.8%	54.2%	54.2%	54.2%	54.2%	54.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	50.1	50.1	50.1	50.1	50.1	30.4	30.4	30.4	30.4	30.4
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55	0.34	0.34	0.34	0.34	0.34
v/c Ratio	0.62	0.21	0.11	0.39	0.02	0.43	0.26	0.06	0.07	0.85
Control Delay (s/veh)	23.8	10.7	13.3	14.9	7.6	37.7	22.0	6.6	19.3	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	10.7	13.3	14.9	7.6	37.7	22.0	6.6	19.3	35.8
LOS	C	B	B	B	A	D	C	A	B	D
Approach Delay (s/veh)		16.2		14.4			22.6			35.0
Approach LOS		B		B			C			D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024

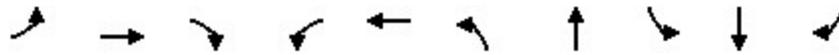


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	289	101	59	393	21	39	158	31	26	205	318
Future Volume (veh/h)	286	289	101	59	393	21	39	158	31	26	205	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	292	295	96	60	401	14	40	161	20	27	209	273
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	1320	421	540	932	789	191	651	552	455	256	335
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	971	2650	845	993	1870	1585	913	1870	1585	1203	736	961
Grp Volume(v), veh/h	292	196	195	60	401	14	40	161	20	27	0	482
Grp Sat Flow(s),veh/h/ln	971	1777	1718	993	1870	1585	913	1870	1585	1203	0	1697
Q Serve(g_s), s	18.0	4.1	4.2	2.4	9.0	0.3	2.7	4.0	0.5	1.1	0.0	17.0
Cycle Q Clear(g_c), s	27.0	4.1	4.2	6.6	9.0	0.3	19.7	4.0	0.5	5.1	0.0	17.0
Prop In Lane	1.00		0.49	1.00		1.00	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	460	885	856	540	932	789	191	651	552	455	0	591
V/C Ratio(X)	0.63	0.22	0.23	0.11	0.43	0.02	0.21	0.25	0.04	0.06	0.00	0.82
Avail Cap(c_a), veh/h	711	1343	1298	796	1413	1198	712	1718	1456	1141	0	1559
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	19.2	9.3	9.3	11.2	10.5	8.3	28.5	15.3	14.1	17.1	0.0	19.5
Incr Delay (d2), s/veh	1.5	0.1	0.1	0.1	0.3	0.0	0.5	0.2	0.0	0.1	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	1.3	1.3	0.5	3.0	0.1	0.6	1.6	0.2	0.3	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	9.4	9.5	11.3	10.8	8.4	29.0	15.5	14.2	17.1	0.0	22.3
LnGrp LOS	C	A	A	B	B	A	C	B	B	B		C
Approach Vol, veh/h		683			475			221				509
Approach Delay, s/veh		14.2			10.8			17.8				22.0
Approach LOS		B			B			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		38.1		27.5		38.1				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		60.3		49.6		60.3		49.6				
Max Q Clear Time (g_c+I1), s		21.7		29.0		19.0		11.0				
Green Ext Time (p_c), s		1.3		3.7		3.9		2.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.9								
HCM 7th LOS				B								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

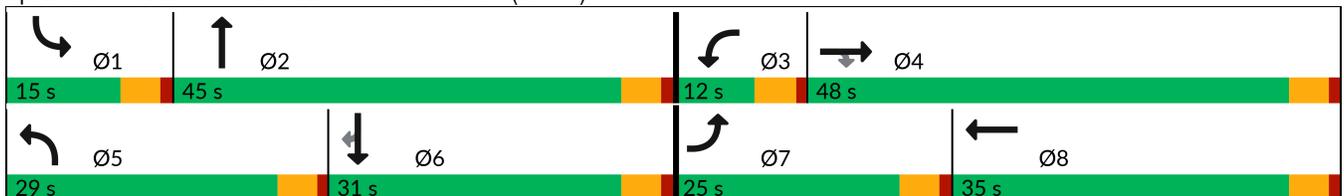


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	110	849	7	11	905	151	41	117	81	114
Future Volume (vph)	110	849	7	11	905	151	41	117	81	114
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	25.0	48.0	48.0	12.0	35.0	29.0	45.0	15.0	31.0	31.0
Total Split (%)	20.8%	40.0%	40.0%	10.0%	29.2%	24.2%	37.5%	12.5%	25.8%	25.8%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None									
Act Effct Green (s)	10.4	44.4	44.4	5.5	31.2	12.5	14.5	16.5	11.8	11.8
Actuated g/C Ratio	0.12	0.52	0.52	0.06	0.37	0.15	0.17	0.19	0.14	0.14
v/c Ratio	0.56	0.50	0.01	0.11	0.81	0.64	0.09	0.38	0.34	0.33
Control Delay (s/veh)	47.1	16.2	0.0	44.6	32.0	46.7	26.8	40.5	39.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.1	16.2	0.0	44.6	32.0	46.7	26.8	40.5	39.0	4.0
LOS	D	B	A	D	C	D	C	D	D	A
Approach Delay (s/veh)		19.6			32.1		42.0		26.8	
Approach LOS		B			C		D		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 84.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 27.3	Intersection LOS: C
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024

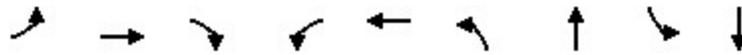


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷		↶	↷		↶	↷	↷
Traffic Volume (veh/h)	110	849	7	11	905	47	151	41	6	117	81	114
Future Volume (veh/h)	110	849	7	11	905	47	151	41	6	117	81	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	933	5	12	995	43	166	45	4	129	89	88
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1550	691	27	1261	54	210	569	50	165	274	231
Arrive On Green	0.09	0.44	0.44	0.01	0.36	0.36	0.12	0.17	0.17	0.09	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3470	150	1781	3305	290	1781	1870	1576
Grp Volume(v), veh/h	121	933	5	12	510	528	166	24	25	129	89	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1843	1781	1777	1818	1781	1870	1576
Q Serve(g_s), s	4.4	13.1	0.1	0.4	16.8	16.8	5.9	0.7	0.8	4.6	2.8	3.3
Cycle Q Clear(g_c), s	4.4	13.1	0.1	0.4	16.8	16.8	5.9	0.7	0.8	4.6	2.8	3.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	156	1550	691	27	645	670	210	306	313	165	274	231
V/C Ratio(X)	0.77	0.60	0.01	0.45	0.79	0.79	0.79	0.08	0.08	0.78	0.32	0.38
Avail Cap(c_a), veh/h	555	2351	1048	201	822	853	664	1094	1119	283	751	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	14.1	10.4	32.0	18.6	18.6	28.1	22.7	22.7	29.1	25.0	25.2
Incr Delay (d2), s/veh	3.1	0.4	0.0	4.4	4.0	3.9	2.5	0.1	0.1	3.1	0.7	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	1.9	4.6	0.0	0.2	6.8	7.0	2.6	0.3	0.3	2.0	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	14.5	10.4	36.3	22.6	22.5	30.6	22.8	22.8	32.1	25.7	26.3
LnGrp LOS	C	B	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		1059			1050			215			306	
Approach Delay, s/veh		16.5			22.7			28.8			28.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	16.0	5.6	33.3	12.3	14.3	10.4	28.5				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	10.4	40.3	7.4	43.3	24.4	26.3	20.4	30.3				
Max Q Clear Time (g_c+I1), s	6.6	2.8	2.4	15.1	7.9	5.3	6.4	18.8				
Green Ext Time (p_c), s	0.1	0.2	0.0	7.3	0.2	0.7	0.1	5.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.4									
HCM 7th LOS			C									

Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024

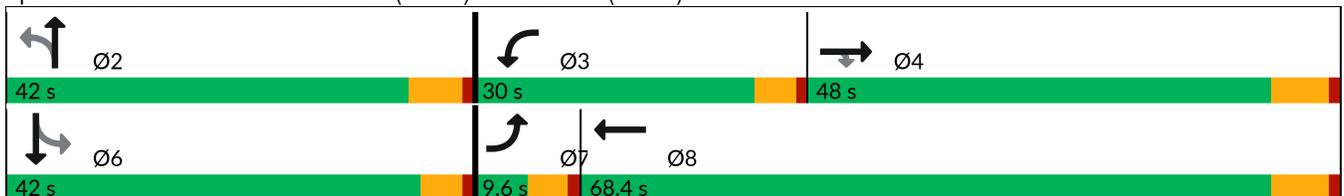


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	1736	151	579	1683	221	14	13	36
Future Volume (vph)	13	1736	151	579	1683	221	14	13	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	48.0	48.0	30.0	68.4	42.0	42.0	42.0	42.0
Total Split (%)	8.0%	40.0%	40.0%	25.0%	57.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	42.0	42.0	25.5	68.4	31.2	31.2	30.1	30.1
Actuated g/C Ratio	0.04	0.36	0.36	0.22	0.59	0.27	0.27	0.26	0.26
v/c Ratio	0.17	1.38	0.24	1.51	0.85	0.62	0.94	0.22	0.08
Control Delay (s/veh)	60.7	205.2	10.4	276.4	26.3	44.3	41.3	40.8	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.7	205.2	10.4	276.4	26.3	44.3	41.3	40.8	28.2
LOS	E	F	B	F	C	D	D	D	C
Approach Delay (s/veh)		188.7			88.9		42.1		31.3
Approach LOS		F			F		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay (s/veh): 117.4 Intersection LOS: F
 Intersection Capacity Utilization 133.5% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



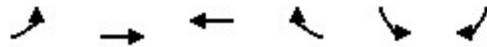
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1736	151	579	1683	51	221	14	628	13	36	3
Future Volume (veh/h)	13	1736	151	579	1683	51	221	14	628	13	36	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	1771	83	591	1717	32	226	14	335	13	37	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1334	595	406	2100	39	381	16	379	103	435	24
Arrive On Green	0.01	0.38	0.38	0.23	0.59	0.59	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3554	1585	1781	3569	66	1368	64	1531	1032	1758	95
Grp Volume(v), veh/h	13	1771	83	591	853	896	226	0	349	13	0	39
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1858	1368	0	1595	1032	0	1853
Q Serve(g_s), s	0.8	41.8	3.8	25.4	42.3	42.7	16.9	0.0	23.5	1.4	0.0	1.8
Cycle Q Clear(g_c), s	0.8	41.8	3.8	25.4	42.3	42.7	18.7	0.0	23.5	24.8	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.96	1.00		0.05
Lane Grp Cap(c), veh/h	26	1334	595	406	1046	1094	381	0	395	103	0	459
V/C Ratio(X)	0.49	1.33	0.14	1.45	0.82	0.82	0.59	0.00	0.88	0.13	0.00	0.08
Avail Cap(c_a), veh/h	80	1334	595	406	1046	1094	487	0	518	193	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.4	34.8	22.9	43.0	18.1	18.2	39.4	0.0	40.4	52.3	0.0	32.2
Incr Delay (d2), s/veh	5.1	152.8	0.1	218.0	5.1	5.0	1.5	0.0	13.5	0.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	44.9	1.4	35.2	16.2	17.0	5.6	0.0	10.3	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	187.6	23.0	261.0	23.2	23.2	40.9	0.0	53.8	52.9	0.0	32.3
LnGrp LOS	E	F	C	F	C	C	D		D	D		C
Approach Vol, veh/h		1867			2340			575				52
Approach Delay, s/veh		179.4			83.3			48.7				37.4
Approach LOS		F			F			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.4	30.0	48.0		33.4	6.3	71.7				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	25.4	41.8		* 37	5.0	62.2				
Max Q Clear Time (g_c+I1), s		25.5	27.4	43.8		26.8	2.8	44.7				
Green Ext Time (p_c), s		2.1	0.0	0.0		0.1	0.0	10.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		115.8
HCM 7th LOS		F

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

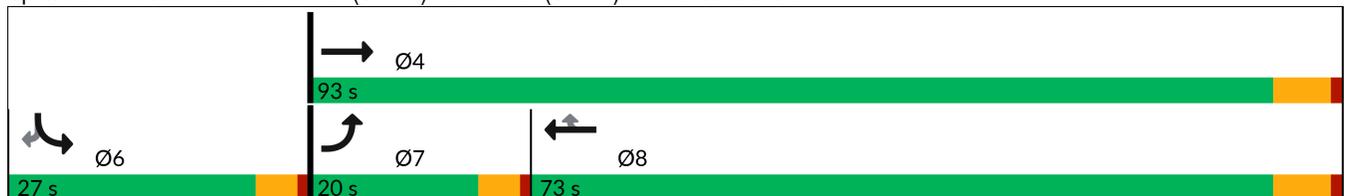


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑↑	↖	↘	↘
Traffic Volume (vph)	79	2420	2054	80	57	50
Future Volume (vph)	79	2420	2054	80	57	50
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	9.6	22.6	32.2	32.2	22.6	22.6
Total Split (s)	20.0	93.0	73.0	73.0	27.0	27.0
Total Split (%)	16.7%	77.5%	60.8%	60.8%	22.5%	22.5%
Yellow Time (s)	3.6	5.2	5.2	5.2	3.6	3.6
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	6.2	6.2	6.2	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.2	83.4	72.5	72.5	8.0	8.0
Actuated g/C Ratio	0.09	0.85	0.74	0.74	0.08	0.08
v/c Ratio	0.50	0.84	0.57	0.07	0.41	0.30
Control Delay (s/veh)	56.3	9.4	9.3	1.8	55.2	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.3	9.4	9.3	1.8	55.2	17.2
LOS	E	A	A	A	E	B
Approach Delay (s/veh)		10.9	9.0		37.4	
Approach LOS		B	A		D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

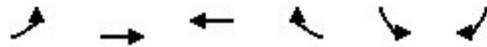
Splits and Phases: 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.



HCM 7th Signalized Intersection Summary
 2: Florida Av. (SR-79)/Florida Av. (SR-74) & Four Seasons Bl.

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↘	↑↑	↑↑↑	↗	↘	↗	
Traffic Volume (veh/h)	79	2420	2054	80	57	50	
Future Volume (veh/h)	79	2420	2054	80	57	50	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	82	2521	2140	60	59	41	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	106	2946	3669	1139	91	81	
Arrive On Green	0.06	0.83	0.72	0.72	0.05	0.05	
Sat Flow, veh/h	1781	3647	5274	1585	1781	1585	
Grp Volume(v), veh/h	82	2521	2140	60	59	41	
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1585	1781	1585	
Q Serve(g_s), s	4.1	37.7	18.3	1.0	2.9	2.3	
Cycle Q Clear(g_c), s	4.1	37.7	18.3	1.0	2.9	2.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	106	2946	3669	1139	91	81	
V/C Ratio(X)	0.78	0.86	0.58	0.05	0.65	0.50	
Avail Cap(c_a), veh/h	304	3421	3782	1174	442	394	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	41.8	4.5	6.1	3.7	42.0	41.7	
Incr Delay (d2), s/veh	4.5	2.1	0.2	0.0	2.8	1.8	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.8	3.1	4.1	0.2	1.3	2.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	46.3	6.6	6.4	3.7	44.8	43.4	
LnGrp LOS	D	A	A	A	D	D	
Approach Vol, veh/h		2603	2200		100		
Approach Delay, s/veh		7.9	6.3		44.2		
Approach LOS		A	A		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				80.9	9.2	10.0	71.0
Change Period (Y+Rc), s				6.2	4.6	4.6	6.2
Max Green Setting (Gmax), s				86.8	22.4	15.4	66.8
Max Q Clear Time (g_c+I1), s				39.7	4.9	6.1	20.3
Green Ext Time (p_c), s				35.1	0.1	0.0	25.2
Intersection Summary							
HCM 7th Control Delay, s/veh			7.9				
HCM 7th LOS			A				

Intersection												
Intersection Delay, s/veh	46.6											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	57	11	459	63	18	22	97	442	7	103	7
Future Vol, veh/h	1	57	11	459	63	18	22	97	442	7	103	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	59	11	478	66	19	23	101	460	7	107	7
Number of Lanes	1	1	1	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	2.9		73.1	31.9
HCM LOS	B		F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	18%	0%	100%	0%	0%	100%	0%	6%
Vol Thru, %	82%	0%	0%	100%	0%	0%	78%	88%
Vol Right, %	0%	100%	0%	0%	100%	0%	22%	6%
Sign Control	Stop							
Traffic Vol by Lane	119	442	1	57	11	459	81	117
LT Vol	22	0	1	0	0	459	0	7
Through Vol	97	0	0	57	0	0	63	103
RT Vol	0	442	0	0	11	0	18	7
Lane Flow Rate	124	460	1	59	11	478	84	122
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.256	0.849	0.003	0.144	0.025	1.05	0.17	0.286
Departure Headway (Hd)	7.652	6.849	9.51	8.991	8.263	7.907	7.233	8.697
Convergence, Y/N	Yes							
Cap	472	534	379	401	436	464	499	416
Service Time	5.352	4.549	7.21	6.691	5.963	5.607	4.933	6.397
HCM Lane V/C Ratio	0.263	0.861	0.003	0.147	0.025	1.03	0.168	0.293
HCM Control Delay, s/veh	13	37	12.2	13.2	11.2	84	11.4	14.8
HCM Lane LOS	B	E	B	B	B	F	B	B
HCM 95th-tile Q	1	8.9	0	0.5	0.1	14.9	0.6	1.2

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

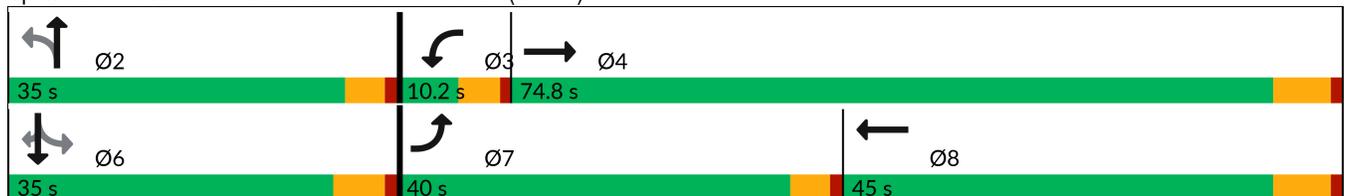


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	526	2002	41	1740	7	4	62	3	438
Future Volume (vph)	526	2002	41	1740	7	4	62	3	438
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	40.0	74.8	10.2	45.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	33.3%	62.3%	8.5%	37.5%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	35.5	71.0	5.5	39.0		14.5		13.8	13.8
Actuated g/C Ratio	0.34	0.68	0.05	0.37		0.14		0.13	0.13
v/c Ratio	0.93	0.90	0.48	1.48		0.16		0.37	0.76
Control Delay (s/veh)	59.2	22.2	67.6	250.0		19.2		46.5	12.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	59.2	22.2	67.6	250.0		19.2		46.5	12.5
LOS	E	C	E	F		B		D	B
Approach Delay (s/veh)		29.8		246.0		19.2		16.9	
Approach LOS		C		F		B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay (s/veh): 109.9
 Intersection LOS: F
 Intersection Capacity Utilization 103.9%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	526	2002	11	41	1740	82	7	4	27	62	3	438
Future Volume (veh/h)	526	2002	11	41	1740	82	7	4	27	62	3	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	560	2130	12	44	1851	78	7	4	29	66	3	466
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	2124	12	57	1124	47	78	58	264	388	16	386
Arrive On Green	0.30	0.59	0.59	0.03	0.32	0.32	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3623	20	1781	3476	145	174	238	1085	1355	67	1585
Grp Volume(v), veh/h	560	1044	1098	44	940	989	40	0	0	69	0	466
Grp Sat Flow(s),veh/h/ln	1781	1777	1867	1781	1777	1844	1497	0	0	1422	0	1585
Q Serve(g_s), s	35.4	70.4	70.4	2.9	38.8	38.8	0.0	0.0	0.0	1.8	0.0	29.2
Cycle Q Clear(g_c), s	35.4	70.4	70.4	2.9	38.8	38.8	2.2	0.0	0.0	4.1	0.0	29.2
Prop In Lane	1.00		0.01	1.00		0.08	0.17		0.72	0.96		1.00
Lane Grp Cap(c), veh/h	525	1042	1094	57	575	596	399	0	0	405	0	386
V/C Ratio(X)	1.07	1.00	1.00	0.77	1.64	1.66	0.10	0.00	0.00	0.17	0.00	1.21
Avail Cap(c_a), veh/h	525	1042	1094	83	575	596	413	0	0	405	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	24.8	24.8	57.6	40.6	40.6	35.2	0.0	0.0	35.8	0.0	45.4
Incr Delay (d2), s/veh	57.9	28.3	28.1	12.7	294.1	303.8	0.1	0.0	0.0	0.2	0.0	115.6
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	23.2	33.4	35.0	1.5	62.9	66.8	0.9	0.0	0.0	1.6	0.0	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.2	53.1	52.9	70.3	334.7	344.4	35.3	0.0	0.0	36.0	0.0	161.0
LnGrp LOS	F	F	F	E	F	F	D			D		F
Approach Vol, veh/h		2702			1973			40				535
Approach Delay, s/veh		62.8			333.7			35.3				144.9
Approach LOS		E			F			D				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	8.4	76.6		35.0	40.0	45.0				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 30	5.6	68.6		29.2	35.4	38.8				
Max Q Clear Time (g_c+I1), s		4.2	4.9	72.4		31.2	37.4	40.8				
Green Ext Time (p_c), s		0.2	0.0	0.0		0.0	0.0	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		172.8
HCM 7th LOS		F

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	619											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	186	318	7	135	412	176	14	744	188	185	540	168
Future Vol, veh/h	186	318	7	135	412	176	14	744	188	185	540	168
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	194	331	7	141	429	183	15	775	196	193	563	175
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	204.2	513.3	779	721
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	36%	19%	21%
Vol Thru, %	79%	62%	57%	60%
Vol Right, %	20%	1%	24%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	946	511	723	893
LT Vol	14	186	135	185
Through Vol	744	318	412	540
RT Vol	188	7	176	168
Lane Flow Rate	985	532	753	930
Geometry Grp	1	1	1	1
Degree of Util (X)	2.605	1.434	1.992	2.47
Departure Headway (Hd)	21.042	27.813	22.504	21.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	187	138	173	177
Service Time	19.042	25.813	20.504	19.772
HCM Lane V/C Ratio	5.267	3.855	4.353	5.254
HCM Control Delay, s/veh	779	294.2	513.3	721
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	38.6	12.6	24.7	34.8

Timings

6: Warren Rd. & Florida Av. (SR-74)

11/12/2024

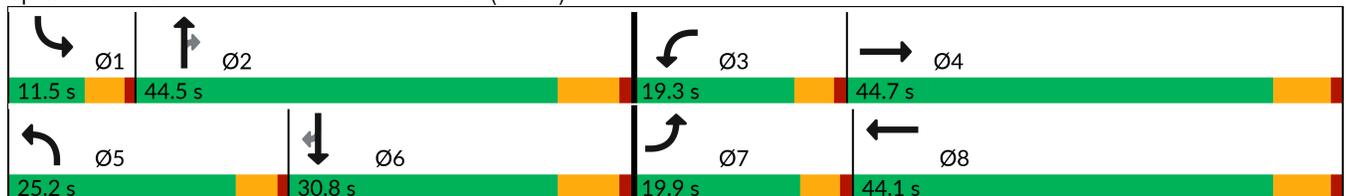


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	388	1522	266	1394	312	533	401	78	278	327
Future Volume (vph)	388	1522	266	1394	312	533	401	78	278	327
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	19.9	44.7	19.3	44.1	25.2	44.5	44.5	11.5	30.8	30.8
Total Split (%)	16.6%	37.3%	16.1%	36.8%	21.0%	37.1%	37.1%	9.6%	25.7%	25.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None						
Act Effct Green (s)	15.3	38.6	14.7	38.0	20.6	30.1	30.1	6.9	16.3	16.3
Actuated g/C Ratio	0.14	0.34	0.13	0.34	0.18	0.27	0.27	0.06	0.15	0.15
v/c Ratio	1.73	1.55	1.23	1.29	1.03	0.60	0.68	0.78	0.58	0.79
Control Delay (s/veh)	375.6	280.7	178.7	170.4	104.1	38.6	17.4	94.6	49.1	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	375.6	280.7	178.7	170.4	104.1	38.6	17.4	94.6	49.1	26.9
LOS	F	F	F	F	F	D	B	F	D	C
Approach Delay (s/veh)		298.1		171.7		48.2			43.7	
Approach LOS		F		F		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay (s/veh): 176.4	Intersection LOS: F
Intersection Capacity Utilization 107.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	1522	212	266	1394	41	312	533	401	78	278	327
Future Volume (veh/h)	388	1522	212	266	1394	41	312	533	401	78	278	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	1637	173	286	1499	35	335	573	273	84	299	262
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1064	111	223	1145	27	312	1074	479	105	660	294
Arrive On Green	0.13	0.33	0.33	0.13	0.32	0.32	0.18	0.30	0.30	0.06	0.19	0.19
Sat Flow, veh/h	1781	3248	339	1781	3550	83	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	417	886	924	286	749	785	335	573	273	84	299	262
Grp Sat Flow(s),veh/h/ln	1781	1777	1809	1781	1777	1855	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	15.3	38.5	38.5	14.7	37.9	37.9	20.6	15.8	17.1	5.5	8.8	19.0
Cycle Q Clear(g_c), s	15.3	38.5	38.5	14.7	37.9	37.9	20.6	15.8	17.1	5.5	8.8	19.0
Prop In Lane	1.00		0.19	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	582	593	223	573	598	312	1074	479	105	660	294
V/C Ratio(X)	1.80	1.52	1.56	1.28	1.31	1.31	1.07	0.53	0.57	0.80	0.45	0.89
Avail Cap(c_a), veh/h	232	582	593	223	573	598	312	1149	513	105	735	328
HCM Platoon Ratio	1.00	1.00	1.00	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	51.1	39.5	39.5	51.4	39.8	39.8	48.5	34.1	34.6	54.6	42.5	46.7
Incr Delay (d2), s/veh	375.8	243.4	259.8	157.2	150.7	151.7	71.6	0.4	1.3	32.7	0.5	23.2
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	30.8	55.1	58.8	16.0	39.5	41.4	14.9	6.5	6.4	3.3	3.7	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	426.9	282.9	299.3	208.6	190.5	191.5	120.1	34.5	35.9	87.3	43.0	69.9
LnGrp LOS	F	F	F	F	F	F	F	C	D	F	D	E
Approach Vol, veh/h		2227			1820			1181			645	
Approach Delay, s/veh		316.7			193.8			59.1			59.7	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	42.0	19.3	44.7	25.2	28.3	19.9	44.1				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	6.9	38.0	14.7	38.5	20.6	24.3	15.3	37.9				
Max Q Clear Time (g_c+I1), s	7.5	19.1	16.7	40.5	22.6	21.0	17.3	39.9				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.0	0.0	0.9	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			198.6									
HCM 7th LOS			F									

Intersection						
Int Delay, s/veh	7.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	10	72	0	14	104
Future Vol, veh/h	0	10	72	0	14	104
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, %	2	2	2	2	2	2
Mvmt Flow	0	11	78	0	15	113

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	11	0	162
Stage 1	-	-	-	-	5
Stage 2	-	-	-	-	157
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1608	-	829
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	872
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1608	-	789
Mov Cap-2 Maneuver	-	-	-	-	789
Stage 1	-	-	-	-	1018
Stage 2	-	-	-	-	829

Approach	EB	WB	NB
HCM Control Delay, s/v	0	7.35	8.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1033	-	-	1608	-
HCM Lane V/C Ratio	0.124	-	-	0.049	-
HCM Control Delay (s/veh)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	107	515	606	11	9	73
Future Vol, veh/h	107	515	606	11	9	73
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	585	689	13	10	83

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	701	0	-	0	1523 695
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	828 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	896	-	-	-	130 442
Stage 1	-	-	-	-	495 -
Stage 2	-	-	-	-	429 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	896	-	-	-	104 442
Mov Cap-2 Maneuver	-	-	-	-	104 -
Stage 1	-	-	-	-	396 -
Stage 2	-	-	-	-	429 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.66	0	20.42
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	310	-	-	-	326
HCM Lane V/C Ratio	0.136	-	-	-	0.286
HCM Control Delay (s/veh)	9.6	0	-	-	20.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	64	40	35	8	5	38
Future Vol, veh/h	64	40	35	8	5	38
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, %	2	2	2	2	2	2
Mvmt Flow	70	43	38	9	5	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	47	0	-	0	225 42
Stage 1	-	-	-	-	42 -
Stage 2	-	-	-	-	183 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1561	-	-	-	763 1028
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	849 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1561	-	-	-	728 1028
Mov Cap-2 Maneuver	-	-	-	-	728 -
Stage 1	-	-	-	-	935 -
Stage 2	-	-	-	-	849 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.56	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1108	-	-	-	981
HCM Lane V/C Ratio	0.045	-	-	-	0.048
HCM Control Delay (s/veh)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		W	
Traffic Vol, veh/h	8	37	38	80	47	5
Future Vol, veh/h	8	37	38	80	47	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	40	41	87	51	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	128	0	-	0	142 85
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	58 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1458	-	-	-	850 974
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	965 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1458	-	-	-	845 974
Mov Cap-2 Maneuver	-	-	-	-	845 -
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	965 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.33	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	320	-	-	-	856
HCM Lane V/C Ratio	0.006	-	-	-	0.066
HCM Control Delay (s/veh)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	72	108	83	47	0
Future Vol, veh/h	0	72	108	83	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	117	90	51	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	376	51	51	0	0
Stage 1	51	-	-	-	-
Stage 2	325	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	625	1017	1555	-	-
Stage 1	971	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	576	1017	1555	-	-
Mov Cap-2 Maneuver	576	-	-	-	-
Stage 1	894	-	-	-	-
Stage 2	732	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.84	4.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	1017	-	-
HCM Lane V/C Ratio	0.075	-	0.077	-	-
HCM Control Delay (s/veh)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection												
Int Delay, s/veh	532.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	423	41	215	578	61	59	132	232	36	83	2
Future Vol, veh/h	0	423	41	215	578	61	59	132	232	36	83	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	486	47	247	664	70	68	152	267	41	95	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	734	0	0	533	0	0	1716	1739	510	1756	1727	699
Stage 1	-	-	-	-	-	-	510	510	-	1194	1194	-
Stage 2	-	-	-	-	-	-	1206	1229	-	562	533	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	871	-	-	1034	-	-	71	~ 87	564	66	~ 89	440
Stage 1	-	-	-	-	-	-	546	538	-	228	260	-
Stage 2	-	-	-	-	-	-	224	250	-	512	525	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	871	-	-	1034	-	-	~ 42	~ 51	564	~ 21	~ 52	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 42	~ 51	-	~ 21	~ 52	-
Stage 1	-	-	-	-	-	-	546	538	-	135	154	-
Stage 2	-	-	-	-	-	-	~ 50	~ 148	-	193	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.41	\$ 1909.46	\$ 1499.18
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	871	-	-	445	-	-	36
HCM Lane V/C Ratio	5.048	-	-	-	0.239	-	-	3.828
HCM Control Delay (s/veh) \$	1909.5	0	-	-	9.6	0	-	1499.2
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	52.2	0	-	-	0.9	-	-	16.1

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

Timings
13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

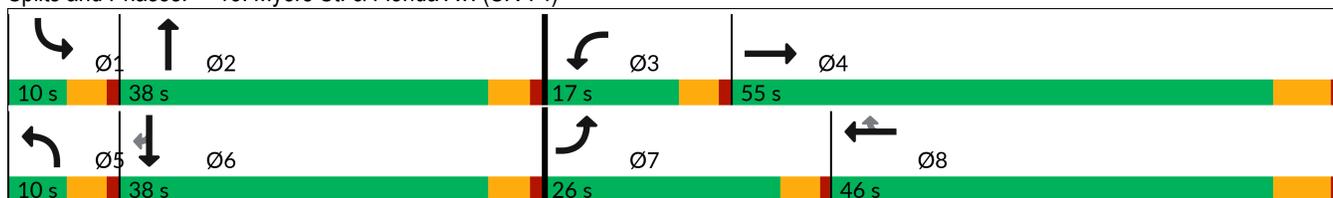


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↘	↑↑	↗	↘	↗	↘	↑	↗
Traffic Volume (vph)	272	1445	84	1304	179	11	78	159	63	136
Future Volume (vph)	272	1445	84	1304	179	11	78	159	63	136
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.2	9.6	32.2	32.2	9.6	35.7	9.6	35.7	35.7
Total Split (s)	26.0	55.0	17.0	46.0	46.0	10.0	38.0	10.0	38.0	38.0
Total Split (%)	21.7%	45.8%	14.2%	38.3%	38.3%	8.3%	31.7%	8.3%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	3.7	3.6	3.7	3.7
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	6.2	4.6	6.2	6.2	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.8	53.9	9.2	40.0	40.0	5.2	14.6	5.4	23.0	23.0
Actuated g/C Ratio	0.21	0.53	0.09	0.40	0.40	0.05	0.14	0.05	0.23	0.23
v/c Ratio	0.82	0.86	0.57	1.02	0.28	0.13	0.48	1.84	0.16	0.31
Control Delay (s/veh)	59.1	28.4	59.8	61.5	8.9	52.9	38.2	449.2	33.1	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.1	28.4	59.8	61.5	8.9	52.9	38.2	449.2	33.1	6.8
LOS	E	C	E	E	A	D	D	F	C	A
Approach Delay (s/veh)		33.2		55.4			39.5		208.4	
Approach LOS		C		E			D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.84
 Intersection Signal Delay (s/veh): 59.1
 Intersection LOS: E
 Intersection Capacity Utilization 79.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 13: Myers St. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 13: Myers St. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	272	1445	20	84	1304	179	11	78	41	159	63	136
Future Volume (veh/h)	272	1445	20	84	1304	179	11	78	41	159	63	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	1588	20	92	1433	195	12	86	30	175	69	103
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	1976	25	118	1522	664	26	140	49	105	282	239
Arrive On Green	0.19	0.55	0.55	0.07	0.43	0.43	0.01	0.11	0.11	0.06	0.15	0.15
Sat Flow, veh/h	1781	3594	45	1781	3554	1550	1781	1318	460	1781	1870	1582
Grp Volume(v), veh/h	299	784	824	92	1433	195	12	0	116	175	69	103
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1550	1781	0	1778	1781	1870	1582
Q Serve(g_s), s	15.0	32.7	32.8	4.7	35.5	7.6	0.6	0.0	5.7	5.4	3.0	5.4
Cycle Q Clear(g_c), s	15.0	32.7	32.8	4.7	35.5	7.6	0.6	0.0	5.7	5.4	3.0	5.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	334	977	1024	118	1522	664	26	0	189	105	282	239
V/C Ratio(X)	0.89	0.80	0.80	0.78	0.94	0.29	0.47	0.00	0.61	1.67	0.24	0.43
Avail Cap(c_a), veh/h	415	977	1024	241	1541	672	105	0	645	105	679	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	16.7	16.7	42.2	25.1	17.2	44.9	0.0	39.2	43.2	34.4	35.4
Incr Delay (d2), s/veh	16.5	4.9	4.8	4.2	11.7	0.2	4.9	0.0	3.2	339.5	0.4	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	7.6	12.2	12.7	2.1	15.4	2.4	0.3	0.0	2.6	12.2	1.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	21.6	21.4	46.4	36.9	17.4	49.8	0.0	42.4	382.7	34.8	36.6
LnGrp LOS	D	C	C	D	D	B	D		D	F	C	D
Approach Vol, veh/h		1907			1720			128			347	
Approach Delay, s/veh		26.4			35.2			43.1			210.8	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	14.5	10.7	56.7	5.9	18.5	21.8	45.5				
Change Period (Y+Rc), s	4.6	4.7	4.6	6.2	4.6	4.7	4.6	6.2				
Max Green Setting (Gmax), s	5.4	33.3	12.4	48.8	5.4	33.3	21.4	39.8				
Max Q Clear Time (g_c+I1), s	7.4	7.7	6.7	34.8	2.6	7.4	17.0	37.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	8.4	0.0	0.7	0.2	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			46.2									
HCM 7th LOS			D									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1266	408	0	1479	0	8
Future Vol, veh/h	1266	408	0	1479	0	8
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1279	412	0	1494	0	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	845
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	306
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	306
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	17.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	306	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-
HCM Control Delay (s/veh)	17.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Timings
15: Cawston Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

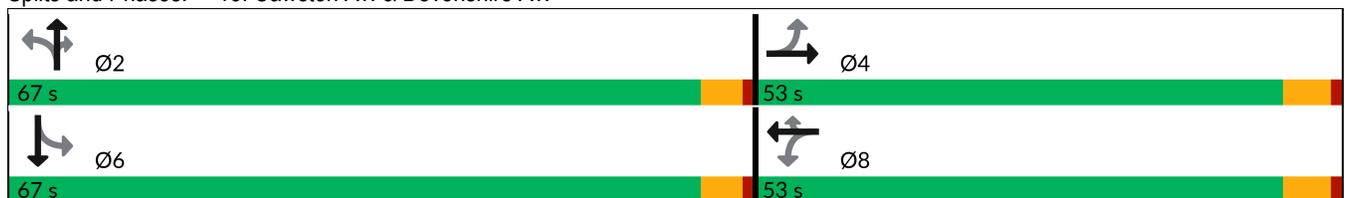


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	261	377	51	418	32	109	223	83	31	249
Future Volume (vph)	261	377	51	418	32	109	223	83	31	249
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4		8			2			6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	4	4	8	8	8	2	2	2	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)	28.4	28.4	22.6	22.6	22.6	27.7	27.7	27.7	22.6	22.6
Total Split (s)	53.0	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7	3.7
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)	5.4	5.4	5.4	5.4	5.4	4.7	4.7	4.7	4.7	4.7
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None									
Act Effct Green (s)	48.3	48.3	48.3	48.3	48.3	42.8	42.8	42.8	42.8	42.8
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48	0.42	0.42	0.42	0.42	0.42
v/c Ratio	0.90	0.30	0.15	0.52	0.05	1.39	0.32	0.13	0.08	0.89
Control Delay (s/veh)	60.3	18.2	20.6	23.9	13.3	260.7	19.7	3.6	16.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	18.2	20.6	23.9	13.3	260.7	19.7	3.6	16.4	37.3
LOS	E	B	C	C	B	F	B	A	B	D
Approach Delay (s/veh)		33.7		22.9			79.7			36.3
Approach LOS		C		C			E			D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay (s/veh): 40.5	Intersection LOS: D
Intersection Capacity Utilization 97.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 15: Cawston Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 15: Cawston Av. & Devonshire Av.

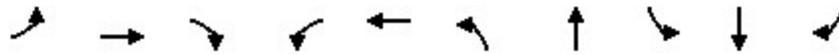
Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	377	68	51	418	32	109	223	83	31	249	366
Future Volume (veh/h)	261	377	68	51	418	32	109	223	83	31	249	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	290	419	70	57	464	25	121	248	68	34	277	339
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	1316	218	374	807	684	211	892	756	487	365	447
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	907	3050	506	907	1870	1585	807	1870	1585	1064	765	937
Grp Volume(v), veh/h	290	243	246	57	464	25	121	248	68	34	0	616
Grp Sat Flow(s),veh/h/ln	907	1777	1779	907	1870	1585	807	1870	1585	1064	0	1702
Q Serve(g_s), s	26.9	9.9	10.1	4.9	20.7	1.0	16.0	8.8	2.6	2.2	0.0	32.7
Cycle Q Clear(g_c), s	47.6	9.9	10.1	14.9	20.7	1.0	48.7	8.8	2.6	11.0	0.0	32.7
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	287	767	768	374	807	684	211	892	756	487	0	812
V/C Ratio(X)	1.01	0.32	0.32	0.15	0.57	0.04	0.57	0.28	0.09	0.07	0.00	0.76
Avail Cap(c_a), veh/h	287	767	768	374	807	684	281	1056	895	581	0	961
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00
Uniform Delay (d), s/veh	44.8	20.6	20.7	25.6	23.7	18.1	43.6	17.4	15.8	20.7	0.0	23.7
Incr Delay (d2), s/veh	56.2	0.2	0.2	0.2	1.0	0.0	2.5	0.2	0.1	0.1	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	4.0	4.1	1.0	8.9	0.4	3.3	3.8	0.9	0.6	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.9	20.9	20.9	25.8	24.7	18.1	46.1	17.6	15.8	20.8	0.0	26.6
LnGrp LOS	F	C	C	C	C	B	D	B	B	C		C
Approach Vol, veh/h		779			546			437				650
Approach Delay, s/veh		50.7			24.5			25.2				26.3
Approach LOS		D			C			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.3		53.0		57.3		53.0				
Change Period (Y+Rc), s		4.7		5.4		4.7		5.4				
Max Green Setting (Gmax), s		62.3		47.6		62.3		47.6				
Max Q Clear Time (g_c+I1), s		50.7		49.6		34.7		22.7				
Green Ext Time (p_c), s		1.9		0.0		5.1		3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				33.6								
HCM 7th LOS				C								

Timings
16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

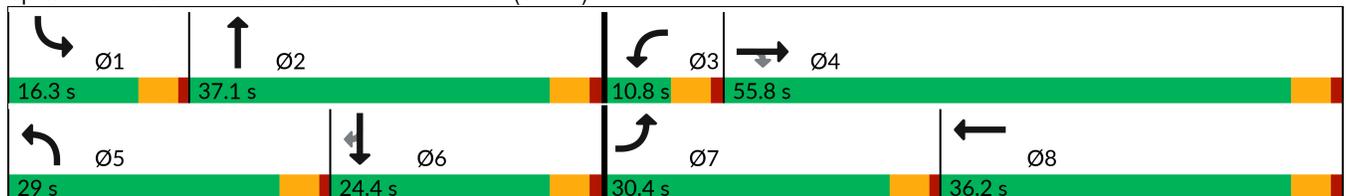


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↗↗	↶	↶	↗↗	↶	↗↗	↶	↗	↶
Traffic Volume (vph)	255	995	23	31	1011	248	69	130	101	221
Future Volume (vph)	255	995	23	31	1011	248	69	130	101	221
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.7	22.7	9.6	22.7	9.6	32.7	9.6	22.6	22.6
Total Split (s)	30.4	55.8	55.8	10.8	36.2	29.0	37.1	16.3	24.4	24.4
Total Split (%)	25.3%	46.5%	46.5%	9.0%	30.2%	24.2%	30.9%	13.6%	20.3%	20.3%
Yellow Time (s)	3.6	3.7	3.7	3.6	3.7	3.6	3.7	3.6	3.7	3.7
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	4.7	4.7	4.6	4.7	4.6	4.7	4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.6	49.3	49.3	5.8	32.0	18.2	18.8	15.0	12.1	12.1
Actuated g/C Ratio	0.19	0.49	0.49	0.06	0.32	0.18	0.19	0.15	0.12	0.12
v/c Ratio	0.79	0.58	0.03	0.31	1.06	0.79	0.13	0.50	0.46	0.58
Control Delay (s/veh)	57.1	21.7	0.0	58.1	79.6	57.8	28.6	52.3	50.2	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.1	21.7	0.0	58.1	79.6	57.8	28.6	52.3	50.2	12.6
LOS	E	C	A	E	E	E	C	D	D	B
Approach Delay (s/veh)		28.4			79.0		50.4		32.4	
Approach LOS		C			E		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay (s/veh): 49.8
 Intersection LOS: D
 Intersection Capacity Utilization 79.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Cawston Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 16: Cawston Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	995	23	31	1011	153	248	69	15	130	101	221
Future Volume (veh/h)	255	995	23	31	1011	153	248	69	15	130	101	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	1015	14	32	1032	139	253	70	13	133	103	184
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	1668	744	54	1048	141	289	637	115	164	265	223
Arrive On Green	0.17	0.47	0.47	0.03	0.33	0.33	0.16	0.21	0.21	0.09	0.14	0.14
Sat Flow, veh/h	1781	3554	1585	1781	3146	423	1781	3006	544	1781	1870	1575
Grp Volume(v), veh/h	260	1015	14	32	582	589	253	41	42	133	103	184
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1793	1781	1777	1772	1781	1870	1575
Q Serve(g_s), s	13.5	20.1	0.4	1.7	30.8	30.8	13.1	1.7	1.8	6.9	4.7	10.7
Cycle Q Clear(g_c), s	13.5	20.1	0.4	1.7	30.8	30.8	13.1	1.7	1.8	6.9	4.7	10.7
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	296	1668	744	54	592	597	289	377	376	164	265	223
V/C Ratio(X)	0.88	0.61	0.02	0.60	0.98	0.99	0.87	0.11	0.11	0.81	0.39	0.83
Avail Cap(c_a), veh/h	486	1920	856	117	592	597	460	609	607	220	390	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	18.6	13.4	45.3	31.3	31.3	38.7	30.1	30.1	42.1	36.9	39.5
Incr Delay (d2), s/veh	5.7	0.4	0.0	3.9	32.8	33.1	6.7	0.1	0.1	11.3	0.9	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	7.8	0.2	0.8	17.9	18.1	6.2	0.8	0.8	3.5	2.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	19.1	13.4	49.2	64.1	64.4	45.4	30.2	30.2	53.4	37.8	49.9
LnGrp LOS	D	B	B	D	E	E	D	C	C	D	D	D
Approach Vol, veh/h		1289			1203			336			420	
Approach Delay, s/veh		24.1			63.8			41.6			48.1	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	24.7	7.4	49.1	20.0	18.1	20.3	36.2				
Change Period (Y+Rc), s	4.6	4.7	4.6	4.7	4.6	4.7	4.6	4.7				
Max Green Setting (Gmax), s	11.7	32.4	6.2	51.1	24.4	19.7	25.8	31.5				
Max Q Clear Time (g_c+I1), s	8.9	3.8	3.7	22.1	15.1	12.7	15.5	32.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	8.3	0.3	0.7	0.3	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			43.7									
HCM 7th LOS			D									

APPENDIX 6.2: EAPC (2029) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAPC (2029) Conditions - Weekday PM Peak Hour**

Major Street Name = **Old Warren Rd.**

Total of Both Approaches (VPH) = **118**

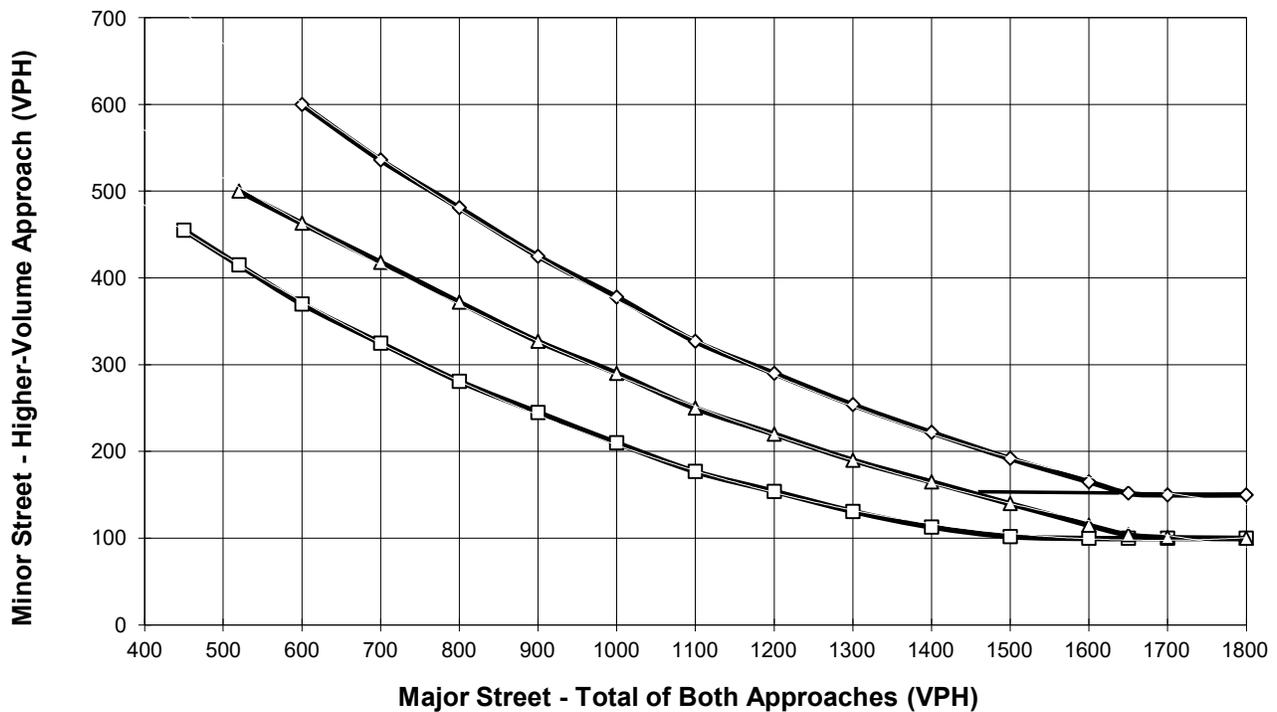
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Celeste Rd.**

High Volume Approach (VPH) = **72**

Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 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 = **EAPC (2029) Conditions - Weekday AM Peak Hour**

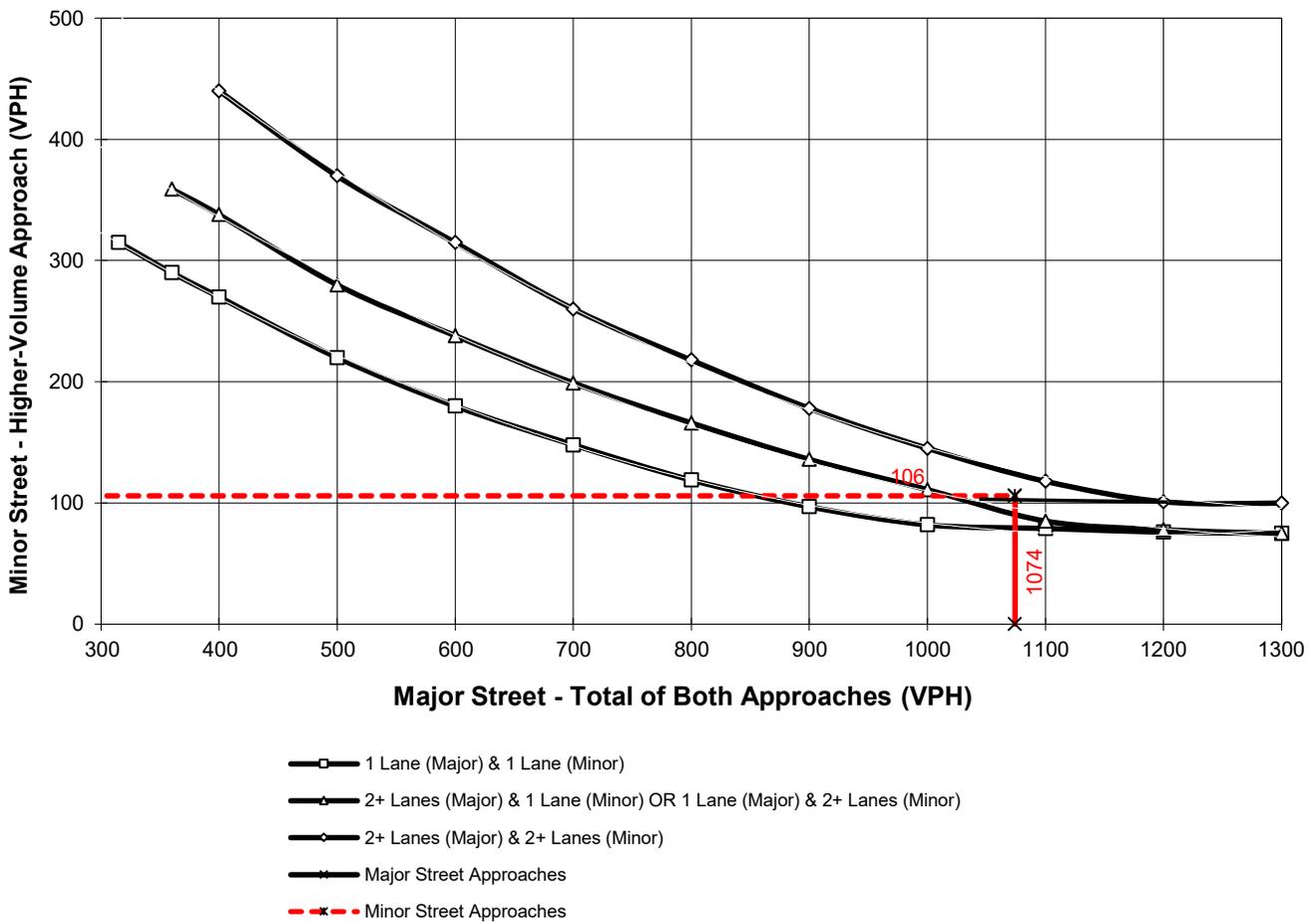
Major Street Name = **Devonshire Av.**

Total of Both Approaches (VPH) = **1074**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Old Warren Rd.**

High Volume Approach (VPH) = **106**
 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-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				CALC <u>JB</u>	DATE <u>11/12/24</u>
Major Street: <u>Rose Rd.</u>				CHK <u>JB</u>	DATE <u>11/12/24</u>
Minor Street: <u>Rota Dr.</u>				Critical Approach Speed (Major)	<u>40</u> mph
				Critical Approach Speed (Minor)	<u>30</u> mph
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes	<u>1</u> lane
Major Street Future ADT =		<u>1,320</u>	vpd	Minor Street Future ADT =	<u>572</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input 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			
XX		EADT			
CONDITION A - Minimum Vehicular Volume		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 1,320</u>	<u>1 572</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		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 1,320</u>	<u>1 572</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		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	17%				
	<u>B</u>				
	11%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				<u>JB</u>		DATE <u>11/12/24</u>
Major Street: <u>Rose Rd.</u>				<u>JB</u>		DATE <u>11/12/24</u>
Minor Street: <u>Burgos Dr.</u>					Critical Approach Speed (Major) <u>40</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>1,448</u>	vpd	Minor Street Future ADT =		<u>700</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input 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			
XX		EADT			
CONDITION A - Minimum Vehicular Volume		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)	
		<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 1,448	1 700	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>	<u>Not Satisfied</u>	(Total of Both Approaches)		(One Direction Only)	
		<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 1,448	1 700	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%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	XX				
	<u>A</u>				
	18%				
	<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>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2029)</u>
Jurisdiction: <u>City of Hemet</u>				<u>JB</u>		DATE <u>11/12/24</u>
Major Street: <u>Myers St.</u>				<u>JB</u>		DATE <u>11/12/24</u>
Minor Street: <u>Rose Rd.</u>					Critical Approach Speed (Major) <u>40</u> mph	
					Critical Approach Speed (Minor) <u>30</u> mph	
Major Street Approach Lanes =		<u>1</u>	lane	Minor Street Approach Lanes =		<u>1</u> lane
Major Street Future ADT =		<u>2,204</u>	vpd	Minor Street Future ADT =		<u>904</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input 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			
XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Not Satisfied				
<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 2,204	1 904	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>	<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 2,204	1 904	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>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>	<u>B</u>			
	28%	18%	2 CONDITIONS 80%	2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



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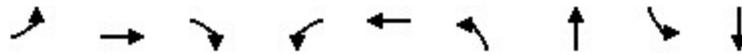
APPENDIX 6.3: EAPC (2029) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024

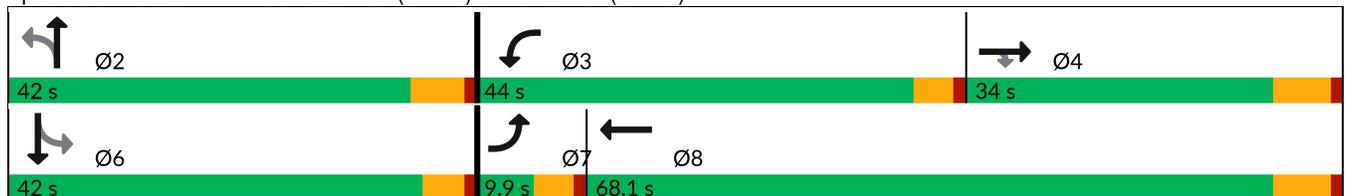


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↗	↖	↗
Traffic Volume (vph)	14	1226	195	629	1557	152	7	32	49
Future Volume (vph)	14	1226	195	629	1557	152	7	32	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.9	34.0	34.0	44.0	68.1	42.0	42.0	42.0	42.0
Total Split (%)	8.3%	28.3%	28.3%	36.7%	56.8%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	28.0	28.0	39.6	68.6	19.4	19.4	20.2	20.2
Actuated g/C Ratio	0.05	0.27	0.27	0.38	0.66	0.19	0.19	0.19	0.19
v/c Ratio	0.17	0.96	0.37	1.00	0.52	0.65	0.71	0.49	0.15
Control Delay (s/veh)	55.4	55.2	6.8	68.5	11.9	50.6	9.7	58.9	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.4	55.2	6.8	68.5	11.9	50.6	9.7	58.9	33.2
LOS	E	E	A	E	B	D	A	E	C
Approach Delay (s/veh)		48.6			27.7		20.1		43.1
Approach LOS		D			C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay (s/veh): 33.8	Intersection LOS: C
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	14	1226	195	629	1557	60	152	7	439	32	49	1
Future Volume (veh/h)	14	1226	195	629	1557	60	152	7	439	32	49	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1318	154	676	1674	49	163	8	305	34	53	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1311	405	648	3078	90	341	9	351	106	414	8
Arrive On Green	0.02	0.26	0.26	0.36	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	5106	1576	1781	5098	149	1350	41	1551	1067	1830	35
Grp Volume(v), veh/h	15	1318	154	676	1118	605	163	0	313	34	0	54
Grp Sat Flow(s),veh/h/ln	1781	1702	1576	1781	1702	1844	1350	0	1591	1067	0	1864
Q Serve(g_s), s	0.9	27.8	8.7	39.4	21.0	21.0	11.9	0.0	20.5	3.4	0.0	2.5
Cycle Q Clear(g_c), s	0.9	27.8	8.7	39.4	21.0	21.0	14.4	0.0	20.5	24.0	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.97	1.00		0.02
Lane Grp Cap(c), veh/h	30	1311	405	648	2055	1113	341	0	360	106	0	422
V/C Ratio(X)	0.50	1.01	0.38	1.04	0.54	0.54	0.48	0.00	0.87	0.32	0.00	0.13
Avail Cap(c_a), veh/h	87	1311	405	648	2055	1113	487	0	532	232	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.8	40.2	33.2	34.4	12.7	12.7	39.1	0.0	40.4	51.9	0.0	33.4
Incr Delay (d2), s/veh	4.8	26.2	0.6	47.1	0.3	0.5	1.0	0.0	10.1	1.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	14.1	3.2	24.1	6.9	7.5	3.9	0.0	8.7	1.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.6	66.4	33.7	81.5	12.9	13.2	40.2	0.0	50.5	53.6	0.0	33.5
LnGrp LOS	E	F	C	F	B	B	D		D	D		C
Approach Vol, veh/h		1487			2399			476				88
Approach Delay, s/veh		63.0			32.3			46.9				41.3
Approach LOS		E			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	44.0	34.0		30.3	6.4	71.6				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	39.4	27.8		* 37	5.3	61.9				
Max Q Clear Time (g_c+I1), s		22.5	41.4	29.8		26.0	2.9	23.0				
Green Ext Time (p_c), s		2.0	0.0	0.0		0.2	0.0	15.0				

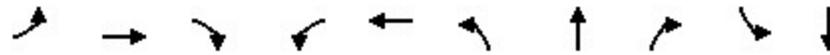
Intersection Summary		
HCM 7th Control Delay, s/veh		44.3
HCM 7th LOS		D

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
3: California Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)

11/12/2024

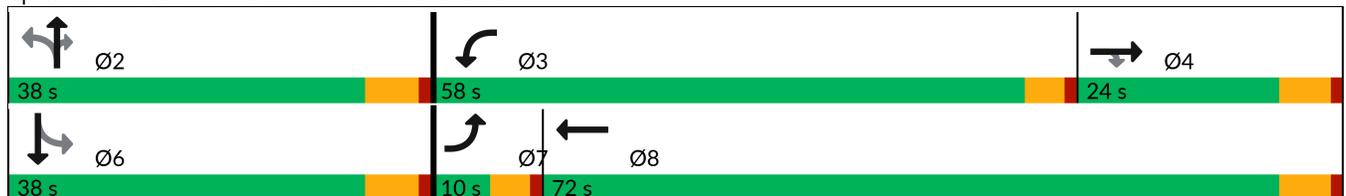


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↕
Traffic Volume (vph)	1	53	7	634	49	4	68	342	12	68
Future Volume (vph)	1	53	7	634	49	4	68	342	12	68
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4		3	8		2			6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.8	23.8	9.6	23.8	23.8	23.8	23.8	23.8	23.8
Total Split (s)	10.0	24.0	24.0	58.0	72.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	8.3%	20.0%	20.0%	48.3%	60.0%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	4.8	4.8	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	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	5.8	5.8	4.6	5.8		5.8	5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	12.1	12.1	38.0	27.9		12.5	12.5		12.5
Actuated g/C Ratio	0.07	0.16	0.16	0.51	0.37		0.17	0.17		0.17
v/c Ratio	0.01	0.21	0.02	0.82	0.12		0.28	0.67		0.32
Control Delay (s/veh)	44.0	35.5	0.1	26.0	9.2		35.9	10.3		36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	44.0	35.5	0.1	26.0	9.2		35.9	10.3		36.7
LOS	D	D	A	C	A		D	B		D
Approach Delay (s/veh)		31.6			24.3		14.7			36.7
Approach LOS		C			C		B			D

Intersection Summary

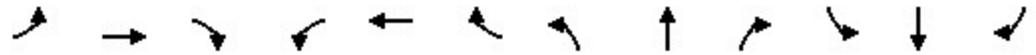
Cycle Length: 120
 Actuated Cycle Length: 74.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay (s/veh): 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 65.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: California Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 3: California Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	53	7	634	49	23	4	68	342	12	68	0
Future Volume (veh/h)	1	53	7	634	49	23	4	68	342	12	68	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	62	6	737	57	25	5	79	340	14	79	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	187	159	780	661	290	57	456	395	87	403	0
Arrive On Green	0.00	0.10	0.10	0.44	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1232	541	29	1829	1585	131	1617	0
Grp Volume(v), veh/h	1	62	6	737	0	82	84	0	340	93	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1773	1858	0	1585	1748	0	0
Q Serve(g_s), s	0.0	2.3	0.3	30.2	0.0	1.7	0.0	0.0	15.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.3	0.3	30.2	0.0	1.7	2.7	0.0	15.6	3.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.30	0.06		1.00	0.15		0.00
Lane Grp Cap(c), veh/h	2	187	159	780	0	952	513	0	395	490	0	0
V/C Ratio(X)	0.41	0.33	0.04	0.94	0.00	0.09	0.16	0.00	0.86	0.19	0.00	0.00
Avail Cap(c_a), veh/h	126	447	379	1250	0	1542	831	0	671	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.0	31.9	30.9	20.5	0.0	8.6	22.5	0.0	27.3	22.6	0.0	0.0
Incr Delay (d2), s/veh	35.9	1.0	0.1	7.5	0.0	0.0	0.1	0.0	5.9	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.1	12.1	0.0	0.5	1.1	0.0	6.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.9	32.9	31.0	28.0	0.0	8.6	22.6	0.0	33.2	22.8	0.0	0.0
LnGrp LOS	E	C	C	C		A	C		C	C		
Approach Vol, veh/h		69			819			424				93
Approach Delay, s/veh		33.3			26.0			31.1				22.8
Approach LOS		C			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.8	37.9	13.4		24.8	4.7	46.6				
Change Period (Y+Rc), s		5.8	4.6	5.8		5.8	4.6	5.8				
Max Green Setting (Gmax), s		32.2	53.4	18.2		32.2	5.4	66.2				
Max Q Clear Time (g_c+I1), s		17.6	32.2	4.3		5.0	2.0	3.7				
Green Ext Time (p_c), s		1.4	1.1	0.2		0.4	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.7								
HCM 7th LOS				C								

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑		↕		↕	↗
Traffic Volume (vph)	344	1478	24	1471	9	7	63	3	518
Future Volume (vph)	344	1478	24	1471	9	7	63	3	518
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	35.0	71.4	10.6	47.0	38.0	38.0	38.0	38.0	38.0
Total Split (%)	29.2%	59.5%	8.8%	39.2%	31.7%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.3	61.7	5.7	37.2		17.6		17.1	17.1
Actuated g/C Ratio	0.25	0.65	0.06	0.39		0.19		0.18	0.18
v/c Ratio	0.81	0.46	0.23	0.78		0.15		0.26	0.84
Control Delay (s/veh)	51.0	10.6	55.4	30.3		17.1		37.8	21.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	51.0	10.6	55.4	30.3		17.1		37.8	21.4
LOS	D	B	E	C		B		D	C
Approach Delay (s/veh)		18.2		30.7		17.1		23.2	
Approach LOS		B		C		B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 23.7
 Intersection LOS: C
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

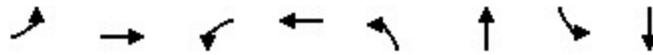
Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑			↕			↕	↖
Traffic Volume (veh/h)	344	1478	4	24	1471	48	9	7	33	63	3	518
Future Volume (veh/h)	344	1478	4	24	1471	48	9	7	33	63	3	518
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	1508	4	24	1501	41	9	7	34	64	3	427
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	2821	7	42	1768	48	93	84	293	450	20	453
Arrive On Green	0.21	0.54	0.54	0.02	0.35	0.35	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1781	5258	14	1781	5110	140	187	296	1025	1345	69	1585
Grp Volume(v), veh/h	351	976	536	24	1000	542	50	0	0	67	0	427
Grp Sat Flow(s),veh/h/ln	1781	1702	1868	1781	1702	1845	1508	0	0	1414	0	1585
Q Serve(g_s), s	20.8	20.1	20.1	1.4	29.3	29.3	0.0	0.0	0.0	0.8	0.0	28.4
Cycle Q Clear(g_c), s	20.8	20.1	20.1	1.4	29.3	29.3	2.4	0.0	0.0	3.2	0.0	28.4
Prop In Lane	1.00		0.01	1.00		0.08	0.18		0.68	0.96		1.00
Lane Grp Cap(c), veh/h	382	1826	1002	42	1178	638	470	0	0	469	0	453
V/C Ratio(X)	0.92	0.53	0.53	0.57	0.85	0.85	0.11	0.00	0.00	0.14	0.00	0.94
Avail Cap(c_a), veh/h	503	2060	1130	99	1289	699	504	0	0	488	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	16.2	16.2	52.0	32.6	32.6	28.3	0.0	0.0	28.6	0.0	37.6
Incr Delay (d2), s/veh	16.4	0.2	0.4	4.4	5.2	9.1	0.1	0.0	0.0	0.1	0.0	27.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	7.0	7.7	0.7	12.0	13.7	1.0	0.0	0.0	1.3	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	16.5	16.7	56.4	37.8	41.7	28.4	0.0	0.0	28.7	0.0	64.7
LnGrp LOS	E	B	B	E	D	D	C			C		E
Approach Vol, veh/h		1863			1566			50				494
Approach Delay, s/veh		24.3			39.4			28.4				59.8
Approach LOS		C			D			C				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		36.6	7.2	64.0		36.6	27.7	43.5				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 33	6.0	65.2		32.2	30.4	40.8				
Max Q Clear Time (g_c+I1), s		4.4	3.4	22.1		30.4	22.8	31.3				
Green Ext Time (p_c), s		0.2	0.0	12.5		0.4	0.3	6.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				34.8								
HCM 7th LOS				C								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	194	261	137	428	9	660	155	576
Future Volume (vph)	194	261	137	428	9	660	155	576
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
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	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.2	9.6	24.5	24.5	24.5
Total Split (s)	18.8	39.0	22.8	43.0	9.6	33.6	24.6	48.6
Total Split (%)	15.7%	32.5%	19.0%	35.8%	8.0%	28.0%	20.5%	40.5%
Yellow Time (s)	3.6	4.8	3.6	4.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.2	4.6	6.5	4.6	6.5
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	None	None	None
Act Effct Green (s)	14.2	38.0	13.5	37.8	5.0	27.1	14.9	44.8
Actuated g/C Ratio	0.12	0.33	0.12	0.33	0.04	0.24	0.13	0.39
v/c Ratio	0.94	0.46	0.71	1.04	0.13	1.00	0.72	0.61
Control Delay (s/veh)	99.2	35.2	67.2	85.1	58.6	73.8	65.8	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.2	35.2	67.2	85.1	58.6	73.8	65.8	29.2
LOS	F	D	E	F	E	E	E	C
Approach Delay (s/veh)		62.1		81.7		73.6		35.3
Approach LOS		E		F		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay (s/veh): 61.5
 Intersection LOS: E
 Intersection Capacity Utilization 90.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Warren Rd. & Devonshire Av.



HCM 7th Signalized Intersection Summary
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	261	5	137	428	157	9	660	114	155	576	203
Future Volume (veh/h)	194	261	5	137	428	157	9	660	114	155	576	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	278	5	146	455	114	10	702	68	165	613	136
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	665	12	175	480	120	21	765	74	195	958	212
Arrive On Green	0.13	0.36	0.36	0.10	0.33	0.33	0.01	0.35	0.23	0.11	0.50	0.33
Sat Flow, veh/h	1781	1831	33	1781	1444	362	1781	3273	317	1781	2892	640
Grp Volume(v), veh/h	206	0	283	146	0	569	10	381	389	165	376	373
Grp Sat Flow(s),veh/h/ln	1781	0	1864	1781	0	1805	1781	1777	1813	1781	1777	1755
Q Serve(g_s), s	12.5	0.0	12.5	8.9	0.0	33.8	0.6	22.6	22.7	10.0	17.2	18.3
Cycle Q Clear(g_c), s	12.5	0.0	12.5	8.9	0.0	33.8	0.6	22.6	22.7	10.0	17.2	18.3
Prop In Lane	1.00		0.02	1.00		0.20	1.00		0.17	1.00		0.36
Lane Grp Cap(c), veh/h	230	0	677	175	0	600	21	415	424	195	588	581
V/C Ratio(X)	0.90	0.00	0.42	0.83	0.00	0.95	0.47	0.92	0.92	0.85	0.64	0.64
Avail Cap(c_a), veh/h	230	0	677	295	0	621	81	438	447	324	680	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.00	1.00	1.50	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	47.2	0.0	26.3	48.7	0.0	35.8	54.0	34.7	35.8	48.1	22.8	25.9
Incr Delay (d2), s/veh	32.2	0.0	0.4	3.9	0.0	23.8	5.8	23.5	23.3	4.6	1.6	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	5.4	4.1	0.0	18.3	0.3	10.5	11.0	4.5	5.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.3	0.0	26.7	52.6	0.0	59.6	59.8	58.1	59.1	52.7	24.4	27.5
LnGrp LOS	E		C	D		E	E	E	E	D	C	C
Approach Vol, veh/h		489			715			780			914	
Approach Delay, s/veh		48.9			58.1			58.7			30.8	
Approach LOS		D			E			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	32.2	15.4	45.7	5.9	42.9	18.8	42.3				
Change Period (Y+Rc), s	4.6	6.5	4.6	5.8	4.6	6.5	4.6	* 5.8				
Max Green Setting (Gmax), s	20.0	27.1	18.2	33.2	5.0	42.1	14.2	* 38				
Max Q Clear Time (g_c+I1), s	12.0	24.7	10.9	14.5	2.6	20.3	14.5	35.8				
Green Ext Time (p_c), s	0.1	1.0	0.1	1.3	0.0	4.0	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			48.1									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

6: Warren Rd. & Florida Av. (SR-74)

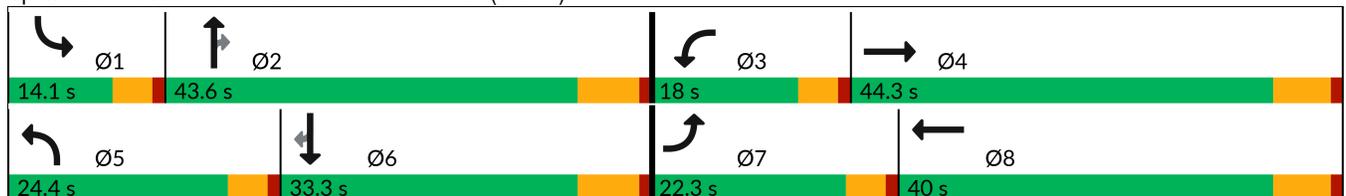


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔↔	↕↕↔	↔	↕↕	↔	↔	↕↕	↔
Traffic Volume (vph)	307	1177	277	979	212	450	228	56	325	340
Future Volume (vph)	307	1177	277	979	212	450	228	56	325	340
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	22.3	44.3	18.0	40.0	24.4	43.6	43.6	14.1	33.3	33.3
Total Split (%)	18.6%	36.9%	15.0%	33.3%	20.3%	36.3%	36.3%	11.8%	27.8%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None									
Act Effct Green (s)	13.9	35.9	12.2	34.2	16.6	28.0	28.0	7.6	16.6	16.6
Actuated g/C Ratio	0.13	0.35	0.12	0.33	0.16	0.27	0.27	0.07	0.16	0.16
v/c Ratio	0.70	0.83	0.72	0.63	0.78	0.49	0.41	0.45	0.60	0.72
Control Delay (s/veh)	52.9	36.2	56.6	32.7	62.7	35.1	8.8	60.8	45.9	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.9	36.2	56.6	32.7	62.7	35.1	8.8	60.8	45.9	18.9
LOS	D	D	E	C	E	D	A	E	D	B
Approach Delay (s/veh)		39.3		37.8		34.9			34.3	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 37.2	Intersection LOS: D
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
11/12/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 		 	 	
Traffic Volume (veh/h)	307	1177	208	277	979	40	212	450	228	56	325	340
Future Volume (veh/h)	307	1177	208	277	979	40	212	450	228	56	325	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	320	1226	175	289	1020	35	221	469	178	58	339	259
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	1489	213	360	1620	56	255	1061	473	75	701	313
Arrive On Green	0.11	0.49	0.33	0.10	0.48	0.32	0.14	0.30	0.30	0.04	0.20	0.20
Sat Flow, veh/h	3456	4514	644	3456	5069	174	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	320	924	477	289	685	370	221	469	178	58	339	259
Grp Sat Flow(s),veh/h/ln	1728	1702	1754	1728	1702	1839	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	8.8	22.5	23.2	7.9	14.6	14.8	11.8	10.4	8.6	3.1	8.2	15.2
Cycle Q Clear(g_c), s	8.8	22.5	23.2	7.9	14.6	14.8	11.8	10.4	8.6	3.1	8.2	15.2
Prop In Lane	1.00		0.37	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1123	579	360	1088	588	255	1061	473	75	701	313
V/C Ratio(X)	0.81	0.82	0.82	0.80	0.63	0.63	0.87	0.44	0.38	0.78	0.48	0.83
Avail Cap(c_a), veh/h	630	1335	688	477	1185	640	363	1357	605	174	981	437
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	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	42.0	22.1	25.0	42.5	21.0	21.7	40.7	27.5	26.9	46.1	34.6	37.4
Incr Delay (d2), s/veh	1.8	3.7	6.9	5.3	0.9	1.8	10.9	0.3	0.5	6.3	0.5	9.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.8	8.7	3.5	4.6	5.3	5.6	4.1	0.1	1.4	3.4	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	25.8	31.9	47.8	21.9	23.4	51.6	27.8	27.4	52.4	35.1	46.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1721			1344			868			656	
Approach Delay, s/veh		30.8			27.9			33.8			41.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	35.5	14.7	38.2	18.5	25.7	15.7	37.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	9.5	37.1	13.4	38.1	19.8	26.8	17.7	33.8				
Max Q Clear Time (g_c+I1), s	5.1	12.4	9.9	25.2	13.8	17.2	10.8	16.8				
Green Ext Time (p_c), s	0.0	3.2	0.2	6.8	0.1	1.9	0.3	5.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.0									
HCM 7th LOS			C									

Timings
12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

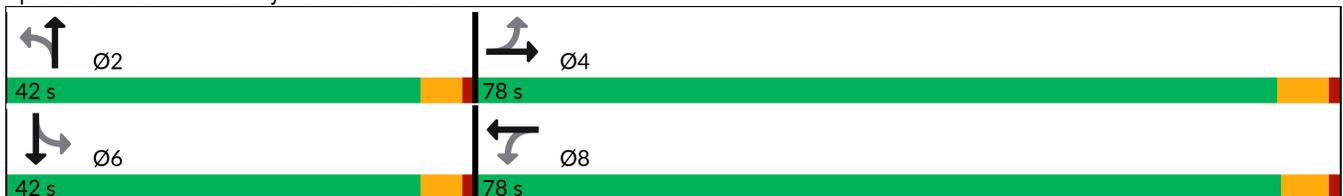


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↻	↻	↻		↻		↻
Traffic Volume (vph)	437	171	525	32	53	55	117
Future Volume (vph)	437	171	525	32	53	55	117
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.4	23.4	22.7	22.7	22.7	22.7
Total Split (s)	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.4	5.4		4.7		4.7
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None						
Act Effct Green (s)	22.9	23.3	23.3		13.2		13.2
Actuated g/C Ratio	0.49	0.49	0.49		0.28		0.28
v/c Ratio	0.59	0.54	0.67		0.48		0.43
Control Delay (s/veh)	11.7	15.1	13.1		15.8		19.6
Queue Delay	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	11.7	15.1	13.1		15.8		19.6
LOS	B	B	B		B		B
Approach Delay (s/veh)	11.7		13.6		15.8		19.6
Approach LOS	B		B		B		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 47.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay (s/veh): 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Myers St. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	437	35	171	525	18	32	53	122	55	117	0
Future Volume (veh/h)	0	437	35	171	525	18	32	53	122	55	117	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	491	39	192	590	20	36	60	137	62	131	0
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	931	74	480	979	33	128	112	207	194	290	0
Arrive On Green	0.00	0.54	0.54	0.54	0.54	0.54	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	811	1710	136	874	1798	61	151	522	961	394	1347	0
Grp Volume(v), veh/h	0	0	530	192	0	610	233	0	0	193	0	0
Grp Sat Flow(s),veh/h/ln	811	0	1846	874	0	1859	1635	0	0	1741	0	0
Q Serve(g_s), s	0.0	0.0	8.0	7.9	0.0	9.7	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	8.0	15.9	0.0	9.7	5.6	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.03	0.15		0.59	0.32		0.00
Lane Grp Cap(c), veh/h	165	0	1005	480	0	1012	447	0	0	484	0	0
V/C Ratio(X)	0.00	0.00	0.53	0.40	0.00	0.60	0.52	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	1064	0	3051	1457	0	3091	1459	0	0	1491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	6.4	11.4	0.0	6.8	15.6	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	0.6	0.9	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	1.2	0.0	2.2	1.9	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	6.8	12.0	0.0	7.3	16.5	0.0	0.0	15.5	0.0	0.0
LnGrp LOS			A	B		A	B			B		
Approach Vol, veh/h		530			802			233			193	
Approach Delay, s/veh		6.8			8.4			16.5			15.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.1		29.6		14.1		29.6				
Change Period (Y+Rc), s		4.7		5.8		4.7		* 5.8				
Max Green Setting (Gmax), s		37.3		72.2		37.3		* 73				
Max Q Clear Time (g_c+I1), s		7.6		10.0		6.0		17.9				
Green Ext Time (p_c), s		1.5		3.5		1.2		5.9				

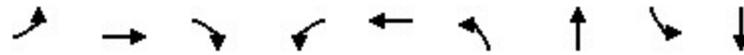
Intersection Summary		
HCM 7th Control Delay, s/veh		9.8
HCM 7th LOS		A

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

11/12/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↗	↖	↗
Traffic Volume (vph)	13	1736	151	579	1683	221	14	13	36
Future Volume (vph)	13	1736	151	579	1683	221	14	13	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.2	23.2	9.6	16.2	15.8	15.8	40.7	40.7
Total Split (s)	9.6	41.0	41.0	37.0	68.4	42.0	42.0	42.0	42.0
Total Split (%)	8.0%	34.2%	34.2%	30.8%	57.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	4.8	4.8	3.7	3.7
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	6.2	6.2	4.6	6.2	5.8	5.8	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	35.0	35.0	32.6	68.6	25.5	25.5	22.8	22.8
Actuated g/C Ratio	0.05	0.32	0.32	0.30	0.62	0.23	0.23	0.21	0.21
v/c Ratio	0.16	1.09	0.26	1.13	0.56	0.72	0.88	0.22	0.10
Control Delay (s/veh)	58.6	88.7	8.3	116.1	14.8	51.3	24.9	41.8	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.6	88.7	8.3	116.1	14.8	51.3	24.9	41.8	30.3
LOS	E	F	A	F	B	D	C	D	C
Approach Delay (s/veh)		82.1			40.1		31.7		33.1
Approach LOS		F			D		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay (s/veh): 54.2	Intersection LOS: D
Intersection Capacity Utilization 119.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)



HCM 7th Signalized Intersection Summary
 1: Winchester Rd. (SR-79) & Florida Av. (SR-79)

Tres Cerritos TA (JN:15939)

11/12/2024



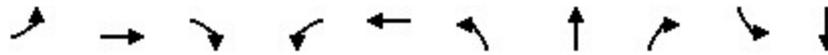
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	13	1736	151	579	1683	51	221	14	628	13	36	3
Future Volume (veh/h)	13	1736	151	579	1683	51	221	14	628	13	36	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	1771	83	591	1717	32	226	14	335	13	37	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1595	495	518	3037	57	381	16	379	103	435	24
Arrive On Green	0.01	0.47	0.31	0.44	0.88	0.59	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	5106	1585	1781	5161	96	1368	64	1531	1032	1758	95
Grp Volume(v), veh/h	13	1771	83	591	1132	617	226	0	349	13	0	39
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1853	1368	0	1595	1032	0	1853
Q Serve(g_s), s	0.8	34.8	4.2	32.4	8.7	9.6	16.9	0.0	23.5	1.4	0.0	1.8
Cycle Q Clear(g_c), s	0.8	34.8	4.2	32.4	8.7	9.6	18.7	0.0	23.5	24.8	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.96	1.00		0.05
Lane Grp Cap(c), veh/h	26	1595	495	518	2003	1090	381	0	395	103	0	459
V/C Ratio(X)	0.49	1.11	0.17	1.14	0.57	0.57	0.59	0.00	0.88	0.13	0.00	0.08
Avail Cap(c_a), veh/h	80	1595	495	518	2003	1090	487	0	518	193	0	621
HCM Platoon Ratio	1.00	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.4	29.6	27.8	31.4	3.2	3.7	39.4	0.0	40.4	52.3	0.0	32.2
Incr Delay (d2), s/veh	5.1	59.1	0.2	84.4	0.4	0.7	1.5	0.0	13.5	0.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	19.5	1.6	22.9	1.7	2.2	5.6	0.0	10.3	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	88.7	27.9	115.8	3.6	4.4	40.9	0.0	53.8	52.9	0.0	32.3
LnGrp LOS	E	F	C	F	A	A	D		D	D		C
Approach Vol, veh/h		1867			2340			575				52
Approach Delay, s/veh		85.8			32.1			48.7				37.4
Approach LOS		F			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.4	37.0	41.0		33.4	6.3	71.7				
Change Period (Y+Rc), s		5.8	4.6	6.2		* 5.8	4.6	6.2				
Max Green Setting (Gmax), s		36.2	32.4	34.8		* 37	5.0	62.2				
Max Q Clear Time (g_c+I1), s		25.5	34.4	36.8		26.8	2.8	11.6				
Green Ext Time (p_c), s		2.1	0.0	0.0		0.1	0.0	16.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		54.9
HCM 7th LOS		D

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

3: California Av. & Devonshire Av.

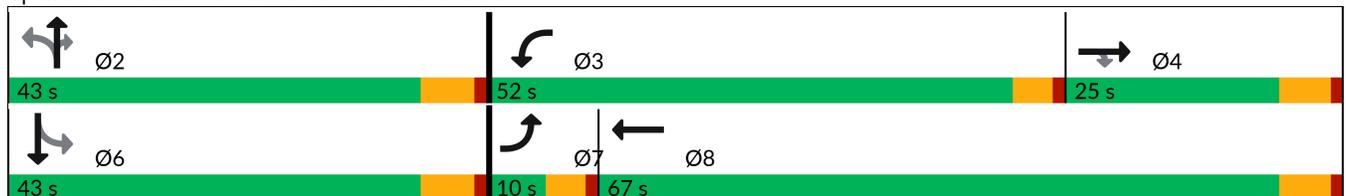


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	57	11	459	63	22	97	442	7	103
Future Volume (vph)	1	57	11	459	63	22	97	442	7	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4		3	8		2			6
Permitted Phases			4			2		2	6	
Detector Phase	7	4	4	3	8	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.8	23.8	9.6	23.8	23.8	23.8	23.8	23.8	23.8
Total Split (s)	10.0	25.0	25.0	52.0	67.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	8.3%	20.8%	20.8%	43.3%	55.8%	35.8%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	4.8	4.8	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	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	5.8	5.8	4.6	5.8		5.8	5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.8	12.6	12.6	21.0	21.4		13.6	13.6		13.6
Actuated g/C Ratio	0.10	0.23	0.23	0.38	0.39		0.25	0.25		0.25
v/c Ratio	0.01	0.14	0.02	0.72	0.12		0.29	0.63		0.27
Control Delay (s/veh)	35.0	25.6	0.1	23.7	9.1		25.3	7.4		24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay (s/veh)	35.0	25.6	0.1	23.7	9.1		25.3	7.4		24.4
LOS	C	C	A	C	A		C	A		C
Approach Delay (s/veh)		21.8			21.5		11.2			24.4
Approach LOS		C			C		B			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 55.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay (s/veh): 17.3
 Intersection LOS: B
 Intersection Capacity Utilization 58.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: California Av. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 3: California Av. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	57	11	459	63	18	22	97	442	7	103	7
Future Volume (veh/h)	1	57	11	459	63	18	22	97	442	7	103	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	59	8	478	66	16	23	101	408	7	107	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	212	180	537	601	146	131	492	488	75	528	24
Arrive On Green	0.00	0.11	0.11	0.30	0.41	0.41	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	1870	1585	1781	1454	353	188	1595	1585	32	1714	77
Grp Volume(v), veh/h	1	59	8	478	0	82	124	0	408	119	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1807	1784	0	1585	1822	0	0
Q Serve(g_s), s	0.0	1.7	0.3	15.0	0.0	1.6	0.0	0.0	14.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.7	0.3	15.0	0.0	1.6	2.9	0.0	14.0	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.20	0.19		1.00	0.06		0.04
Lane Grp Cap(c), veh/h	3	212	180	537	0	747	623	0	488	627	0	0
V/C Ratio(X)	0.33	0.28	0.04	0.89	0.00	0.11	0.20	0.00	0.84	0.19	0.00	0.00
Avail Cap(c_a), veh/h	164	614	520	1443	0	1890	1187	0	1008	1198	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.2	23.7	23.1	19.5	0.0	10.5	15.0	0.0	18.9	15.0	0.0	0.0
Incr Delay (d2), s/veh	21.6	0.7	0.1	2.1	0.0	0.1	0.2	0.0	3.8	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.1	5.4	0.0	0.5	1.0	0.0	4.7	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	24.4	23.2	21.6	0.0	10.6	15.2	0.0	22.7	15.1	0.0	0.0
LnGrp LOS	D	C	C	C		B	B		C	B		
Approach Vol, veh/h		68			560			532			119	
Approach Delay, s/veh		24.7			20.0			20.9			15.1	
Approach LOS		C			B			C			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.8	22.2	12.4		23.8	4.7	30.0				
Change Period (Y+Rc), s		5.8	4.6	5.8		5.8	4.6	5.8				
Max Green Setting (Gmax), s		37.2	47.4	19.2		37.2	5.4	61.2				
Max Q Clear Time (g_c+I1), s		16.0	17.0	3.7		4.8	2.0	3.6				
Green Ext Time (p_c), s		2.0	0.7	0.2		0.6	0.0	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.2									
HCM 7th LOS			C									

Timings
4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

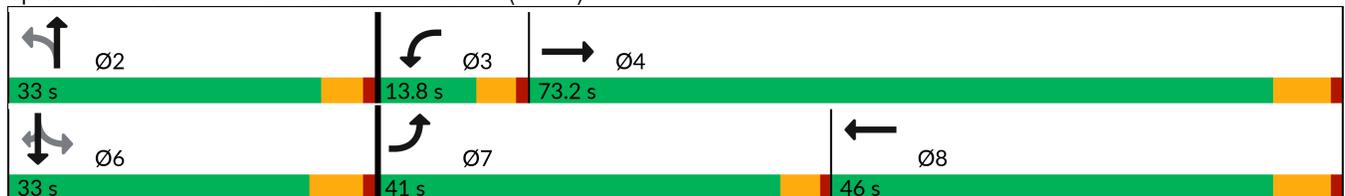


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗↘	↖	↗↘		↕		↕	↗
Traffic Volume (vph)	526	2002	41	1740	7	4	62	3	438
Future Volume (vph)	526	2002	41	1740	7	4	62	3	438
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4	3	8		2		6	
Permitted Phases					2		6		6
Detector Phase	7	4	3	8	2	2	6	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	24.2	9.6	26.2	32.7	32.7	22.6	22.6	22.6
Total Split (s)	41.0	73.2	13.8	46.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	34.2%	61.0%	11.5%	38.3%	27.5%	27.5%	27.5%	27.5%	27.5%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.7	3.7	4.8	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
Total Lost Time (s)	4.6	6.2	4.6	6.2		4.7		5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None								
Act Effct Green (s)	36.5	73.6	7.0	39.9		14.6		13.9	13.9
Actuated g/C Ratio	0.34	0.69	0.07	0.37		0.14		0.13	0.13
v/c Ratio	0.93	0.61	0.38	1.03		0.16		0.36	0.76
Control Delay (s/veh)	58.2	12.0	58.8	61.6		19.5		47.0	12.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	58.2	12.0	58.8	61.6		19.5		47.0	12.7
LOS	E	B	E	E		B		D	B
Approach Delay (s/veh)		21.6		61.6		19.5		17.1	
Approach LOS		C		E		B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 107	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 36.2	Intersection LOS: D
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: California Av. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
 4: California Av. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)
 11/12/2024



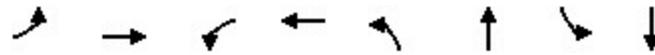
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	526	2002	11	41	1740	82	7	4	27	62	3	438
Future Volume (veh/h)	526	2002	11	41	1740	82	7	4	27	62	3	438
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	560	2130	12	44	1851	78	7	4	29	66	3	360
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	3159	18	57	1667	70	75	56	251	366	15	359
Arrive On Green	0.46	0.90	0.60	0.03	0.50	0.33	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	5240	30	1781	5025	211	174	246	1106	1357	68	1585
Grp Volume(v), veh/h	560	1384	758	44	1253	676	40	0	0	69	0	360
Grp Sat Flow(s),veh/h/ln	1781	1702	1865	1781	1702	1832	1526	0	0	1425	0	1585
Q Serve(g_s), s	36.4	11.9	12.5	2.9	39.8	39.8	0.0	0.0	0.0	1.9	0.0	27.2
Cycle Q Clear(g_c), s	36.4	11.9	12.5	2.9	39.8	39.8	2.3	0.0	0.0	4.2	0.0	27.2
Prop In Lane	1.00		0.02	1.00		0.12	0.17		0.72	0.96		1.00
Lane Grp Cap(c), veh/h	540	2052	1125	57	1129	608	381	0	0	382	0	359
V/C Ratio(X)	1.04	0.67	0.67	0.77	1.11	1.11	0.10	0.00	0.00	0.18	0.00	1.00
Avail Cap(c_a), veh/h	540	2052	1125	137	1129	608	395	0	0	382	0	359
HCM Platoon Ratio	1.50	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	2.8	3.0	57.6	30.2	31.3	36.8	0.0	0.0	37.4	0.0	46.4
Incr Delay (d2), s/veh	48.5	0.9	1.6	7.9	62.2	71.3	0.1	0.0	0.0	0.2	0.0	48.0
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	19.7	2.0	2.5	1.4	22.2	25.9	1.0	0.0	0.0	1.6	0.0	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.2	3.7	4.6	65.5	92.4	102.6	36.9	0.0	0.0	37.6	0.0	94.4
LnGrp LOS	F	A	A	E	F	F	D			D		F
Approach Vol, veh/h		2702			1973			40			429	
Approach Delay, s/veh		20.0			95.3			36.9			85.3	
Approach LOS		C			F			D			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0	8.4	78.6		33.0	41.0	46.0				
Change Period (Y+Rc), s		* 5.8	4.6	6.2		5.8	4.6	6.2				
Max Green Setting (Gmax), s		* 28	9.2	67.0		27.2	36.4	39.8				
Max Q Clear Time (g_c+I1), s		4.3	4.9	14.5		29.2	38.4	41.8				
Green Ext Time (p_c), s		0.2	0.0	24.2		0.0	0.0	0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		54.5
HCM 7th LOS		D

Notes
 User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

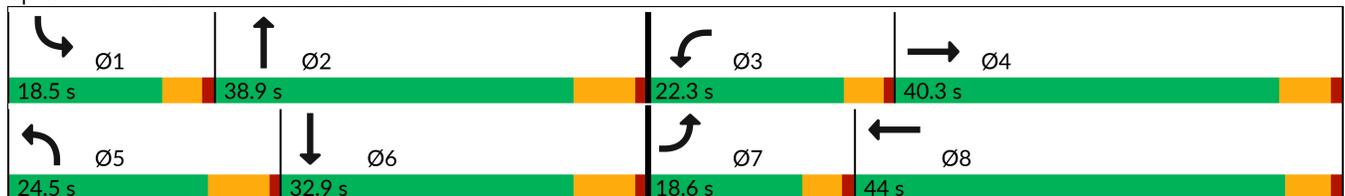


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	186	318	135	412	14	744	185	540
Future Volume (vph)	186	318	135	412	14	744	185	540
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.2	24.5	24.5	9.6	24.5
Total Split (s)	18.6	40.3	22.3	44.0	24.5	38.9	18.5	32.9
Total Split (%)	15.5%	33.6%	18.6%	36.7%	20.4%	32.4%	15.4%	27.4%
Yellow Time (s)	3.6	4.8	3.6	4.2	5.5	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.2	6.5	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes							
Recall Mode	None							
Act Effct Green (s)	14.0	38.7	13.5	38.8	11.6	32.4	13.9	39.4
Actuated g/C Ratio	0.12	0.32	0.11	0.32	0.10	0.27	0.12	0.33
v/c Ratio	0.94	0.56	0.71	1.04	0.09	1.03	0.94	0.65
Control Delay (s/veh)	102.2	38.9	69.9	87.0	48.8	78.6	102.4	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	102.2	38.9	69.9	87.0	48.8	78.6	102.4	38.0
LOS	F	D	E	F	D	E	F	D
Approach Delay (s/veh)		62.0		83.8		78.1		51.4
Approach LOS		E		F		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay (s/veh): 69.0
 Intersection LOS: E
 Intersection Capacity Utilization 96.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: Warren Rd. & Devonshire Av.



HCM 7th Signalized Intersection Summary
5: Warren Rd. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	186	318	7	135	412	176	14	744	188	185	540	168
Future Volume (veh/h)	186	318	7	135	412	176	14	744	188	185	540	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	194	331	7	141	429	105	15	775	118	193	562	97
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	616	13	169	455	111	59	826	126	210	1019	175
Arrive On Green	0.12	0.34	0.34	0.09	0.31	0.31	0.03	0.40	0.27	0.12	0.50	0.34
Sat Flow, veh/h	1781	1825	39	1781	1451	355	1781	3092	471	1781	3032	522
Grp Volume(v), veh/h	194	0	338	141	0	534	15	445	448	193	329	330
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	0	1806	1781	1777	1786	1781	1777	1776
Q Serve(g_s), s	12.7	0.0	17.3	9.2	0.0	33.9	1.0	28.3	28.5	12.6	14.9	15.9
Cycle Q Clear(g_c), s	12.7	0.0	17.3	9.2	0.0	33.9	1.0	28.3	28.5	12.6	14.9	15.9
Prop In Lane	1.00		0.02	1.00		0.20	1.00		0.26	1.00		0.29
Lane Grp Cap(c), veh/h	212	0	629	169	0	566	59	475	477	210	597	597
V/C Ratio(X)	0.92	0.00	0.54	0.84	0.00	0.94	0.26	0.94	0.94	0.92	0.55	0.55
Avail Cap(c_a), veh/h	212	0	629	268	0	595	272	489	491	210	597	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.00	1.00	1.50	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	51.3	0.0	31.6	52.4	0.0	39.4	55.5	34.3	36.4	51.3	23.1	25.6
Incr Delay (d2), s/veh	38.7	0.0	0.9	6.5	0.0	23.3	0.8	25.7	25.7	39.3	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	7.8	0.0	7.6	4.4	0.0	18.3	0.4	13.1	13.8	7.7	5.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.9	0.0	32.5	58.9	0.0	62.7	56.4	60.1	62.1	90.6	24.2	26.8
LnGrp LOS	F		C	E		E	E	E	E	F	C	C
Approach Vol, veh/h	532		675				908		852			
Approach Delay, s/veh	53.4		61.9				61.0		40.2			
Approach LOS	D		E				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	38.0	15.7	45.5	10.4	46.1	18.6	42.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	5.8	6.5	6.5	4.6	* 5.8				
Max Green Setting (Gmax), s	13.9	32.4	17.7	34.5	18.0	26.4	14.0	* 39				
Max Q Clear Time (g_c+I1), s	14.6	30.5	11.2	19.3	3.0	17.9	14.7	35.9				
Green Ext Time (p_c), s	0.0	0.9	0.1	1.5	0.0	2.2	0.0	0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			53.9									
HCM 7th LOS			D									

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

6: Warren Rd. & Florida Av. (SR-74)

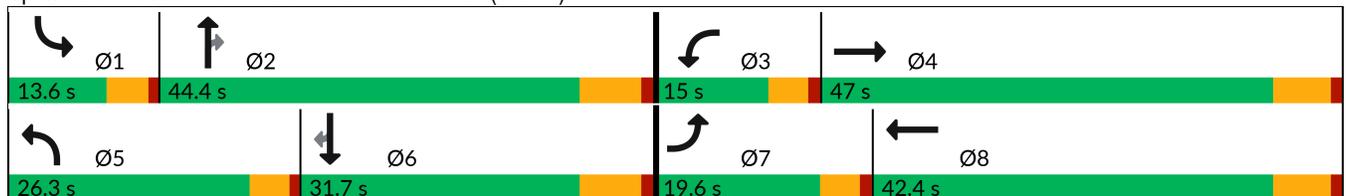


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↓	↔↔	↑↑↓	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (vph)	388	1522	266	1394	312	533	401	78	278	327
Future Volume (vph)	388	1522	266	1394	312	533	401	78	278	327
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.2	9.6	35.2	9.6	30.5	30.5	9.6	30.5	30.5
Total Split (s)	19.6	47.0	15.0	42.4	26.3	44.4	44.4	13.6	31.7	31.7
Total Split (%)	16.3%	39.2%	12.5%	35.3%	21.9%	37.0%	37.0%	11.3%	26.4%	26.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	5.5	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	6.2	4.6	6.2	4.6	6.5	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None									
Act Effct Green (s)	15.0	40.9	10.4	36.3	21.8	33.5	33.5	8.2	17.7	17.7
Actuated g/C Ratio	0.13	0.36	0.09	0.32	0.19	0.30	0.30	0.07	0.16	0.16
v/c Ratio	0.91	1.02	0.90	0.95	0.98	0.54	0.67	0.66	0.54	0.84
Control Delay (s/veh)	74.3	62.5	82.8	50.6	91.2	36.0	20.5	75.9	47.0	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.3	62.5	82.8	50.6	91.2	36.0	20.5	75.9	47.0	36.7
LOS	E	E	F	D	F	D	C	E	D	D
Approach Delay (s/veh)		64.6		55.7		44.8			45.4	
Approach LOS		E		E		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 55.4	Intersection LOS: E
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Warren Rd. & Florida Av. (SR-74)



HCM 7th Signalized Intersection Summary
6: Warren Rd. & Florida Av. (SR-74)

Tres Cerritos TA (JN:15939)

11/12/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Traffic Volume (veh/h)	388	1522	212	266	1394	41	312	533	401	78	278	327
Future Volume (veh/h)	388	1522	212	266	1394	41	312	533	401	78	278	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	1637	147	286	1499	35	335	573	273	84	299	244
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	1687	151	312	1610	38	335	1090	486	106	633	282
Arrive On Green	0.13	0.53	0.35	0.09	0.47	0.31	0.19	0.31	0.31	0.06	0.18	0.18
Sat Flow, veh/h	3456	4770	428	3456	5133	120	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	417	1168	616	286	994	540	335	573	273	84	299	244
Grp Sat Flow(s),veh/h/ln	1728	1702	1793	1728	1702	1849	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	13.8	38.3	38.6	9.5	31.7	31.8	21.7	15.4	16.6	5.4	8.7	17.2
Cycle Q Clear(g_c), s	13.8	38.3	38.6	9.5	31.7	31.8	21.7	15.4	16.6	5.4	8.7	17.2
Prop In Lane	1.00		0.24	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	1204	634	312	1068	580	335	1090	486	106	633	282
V/C Ratio(X)	0.93	0.97	0.97	0.92	0.93	0.93	1.00	0.53	0.56	0.79	0.47	0.86
Avail Cap(c_a), veh/h	450	1205	635	312	1069	580	335	1168	521	139	777	346
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	26.5	28.9	52.0	29.3	29.9	46.8	33.0	33.5	53.5	42.5	46.0
Incr Delay (d2), s/veh	25.1	19.1	28.7	30.1	14.0	21.9	48.9	0.4	1.2	15.0	0.5	17.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	14.4	18.2	5.3	12.0	14.6	13.6	6.3	6.2	2.7	3.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	45.6	57.6	82.1	43.3	51.8	95.7	33.4	34.7	68.5	43.1	63.1
LnGrp LOS	E	D	E	F	D	D	F	C	C	E	D	E
Approach Vol, veh/h		2201			1820			1181			627	
Approach Delay, s/veh		54.5			51.9			51.4			54.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	41.9	15.0	47.0	26.3	27.0	19.6	42.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.2	4.6	6.5	4.6	6.2				
Max Green Setting (Gmax), s	9.0	37.9	10.4	40.8	21.7	25.2	15.0	36.2				
Max Q Clear Time (g_c+I1), s	7.4	18.6	11.5	40.6	23.7	19.2	15.8	33.8				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.2	0.0	1.3	0.0	1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			53.0									
HCM 7th LOS			D									

Timings
12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
11/12/2024

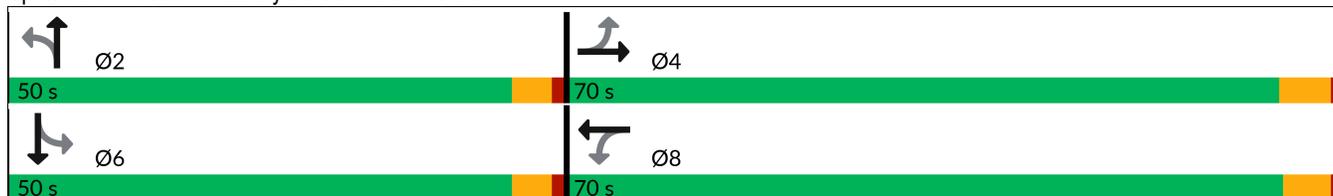


Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↻	↻	↻		↻		↻
Traffic Volume (vph)	423	215	578	59	132	36	83
Future Volume (vph)	423	215	578	59	132	36	83
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	4		8		2		6
Permitted Phases		8		2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	23.8	23.4	23.4	22.7	22.7	22.7	22.7
Total Split (s)	70.0	70.0	70.0	50.0	50.0	50.0	50.0
Total Split (%)	58.3%	58.3%	58.3%	41.7%	41.7%	41.7%	41.7%
Yellow Time (s)	4.8	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.4	5.4		4.7		4.7
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None						
Act Effct Green (s)	41.8	42.3	42.3		29.8		28.0
Actuated g/C Ratio	0.50	0.51	0.51		0.36		0.34
v/c Ratio	0.58	0.76	0.79		0.80		0.28
Control Delay (s/veh)	18.0	35.9	24.6		33.9		23.7
Queue Delay	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	18.0	35.9	24.6		33.9		23.7
LOS	B	D	C		C		C
Approach Delay (s/veh)	18.0		27.5		33.9		23.7
Approach LOS	B		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay (s/veh): 26.3
 Intersection LOS: C
 Intersection Capacity Utilization 82.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 12: Myers St. & Devonshire Av.



HCM 7th Signalized Intersection Summary
 12: Myers St. & Devonshire Av.

Tres Cerritos TA (JN:15939)
 11/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	423	41	215	578	61	59	132	232	36	83	2
Future Volume (veh/h)	0	423	41	215	578	61	59	132	232	36	83	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	486	47	247	664	70	68	152	267	41	95	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	910	88	391	902	95	105	192	304	144	310	6
Arrive On Green	0.00	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	723	1679	162	871	1663	175	171	567	896	270	916	17
Grp Volume(v), veh/h	0	0	533	247	0	734	487	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	723	0	1841	871	0	1839	1634	0	0	1203	0	0
Q Serve(g_s), s	0.0	0.0	16.5	22.5	0.0	26.9	17.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	16.5	39.0	0.0	26.9	24.7	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.10	0.14		0.55	0.30		0.01
Lane Grp Cap(c), veh/h	81	0	998	391	0	997	600	0	0	461	0	0
V/C Ratio(X)	0.00	0.00	0.53	0.63	0.00	0.74	0.81	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	215	0	1338	556	0	1345	880	0	0	715	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.0	25.6	0.0	15.4	27.3	0.0	0.0	20.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	1.7	0.0	1.4	3.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.9	4.5	0.0	10.0	9.9	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	13.5	27.3	0.0	16.8	31.1	0.0	0.0	21.2	0.0	0.0
LnGrp LOS			B	C		B	C			C		
Approach Vol, veh/h		533			981			487			138	
Approach Delay, s/veh		13.5			19.5			31.1			21.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.6		53.7		34.6		53.7				
Change Period (Y+Rc), s		4.7		5.8		4.7		* 5.8				
Max Green Setting (Gmax), s		45.3		64.2		45.3		* 65				
Max Q Clear Time (g_c+I1), s		26.7		18.5		6.7		41.0				
Green Ext Time (p_c), s		3.2		3.5		0.9		6.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.7
HCM 7th LOS		C

Notes
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.