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CHINO LOVETT INDUSTRIAL (PL23-0034)

TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
E+P	Existing Plus Project
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Chino Lovett Industrial
SBCTA	San Bernardino County Transportation Authority
SBTAM	San Bernardino Transportation Analysis Model
SCAG	Southern California Association of Governments
TA	Traffic Analysis
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Chino Lovett Industrial (Project), which is located at 13610 Yorba Avenue in the City of Chino, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the City of Chino's Transportation Impact Study Guidelines, the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, and consultation with City staff during the traffic study scoping process. (1) (2) The approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

The following TA is an update to the Chino Lovett Industrial (PL23-0034) Traffic Analysis (dated December 1, 2023, and approved by the City on December 19, 2023). The Project was previously evaluated assuming 42,710 square feet of general light industrial use and 242,020 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 284,730 square feet). The Project previously was anticipated to generate a total of 626 actual two-way trips per day with 72 AM peak hour trips and 71 PM peak hour trips (in actual vehicles).

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

- The proposed driveways will be stop controlled for exiting (egress) traffic. Driveways 1 and 3 will serve both passenger cars and trucks. Driveways 2, 4, and 5 will be limited to Passenger Car access only.
- Project to construct Yorba Avenue at its ultimate half-section-width as an Urban Industrial Collector (66-foot right-of-way) from Schaefer Avenue to the Project's northern boundary consistent with the City's standards or as required per the Project's Conditions of Approval.
- Project to construct Schaefer Avenue at its ultimate half-section-width as a Primary Arterial (98-foot right-of-way) from Yorba Avenue to the Project's western boundary consistent with the City's standards or as required per the Project's Conditions of Approval.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The proposed Project is not anticipated to require the construction of any off-site improvements.

1.2 PROJECT OVERVIEW

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. The Project is currently proposed to consist of the development of a single 298,839 square foot warehouse building. For the purposes of this TA, the Project was updated to evaluate 44,826 square feet of general light industrial use and 254,013 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 298,839 square feet). All of the analysis in the following TA has been updated to evaluate the currently proposed Project. The net increase in square footage of 14,109 square feet would not alter the findings of this TA.

EXHIBIT 1-1: LOCATION MAP

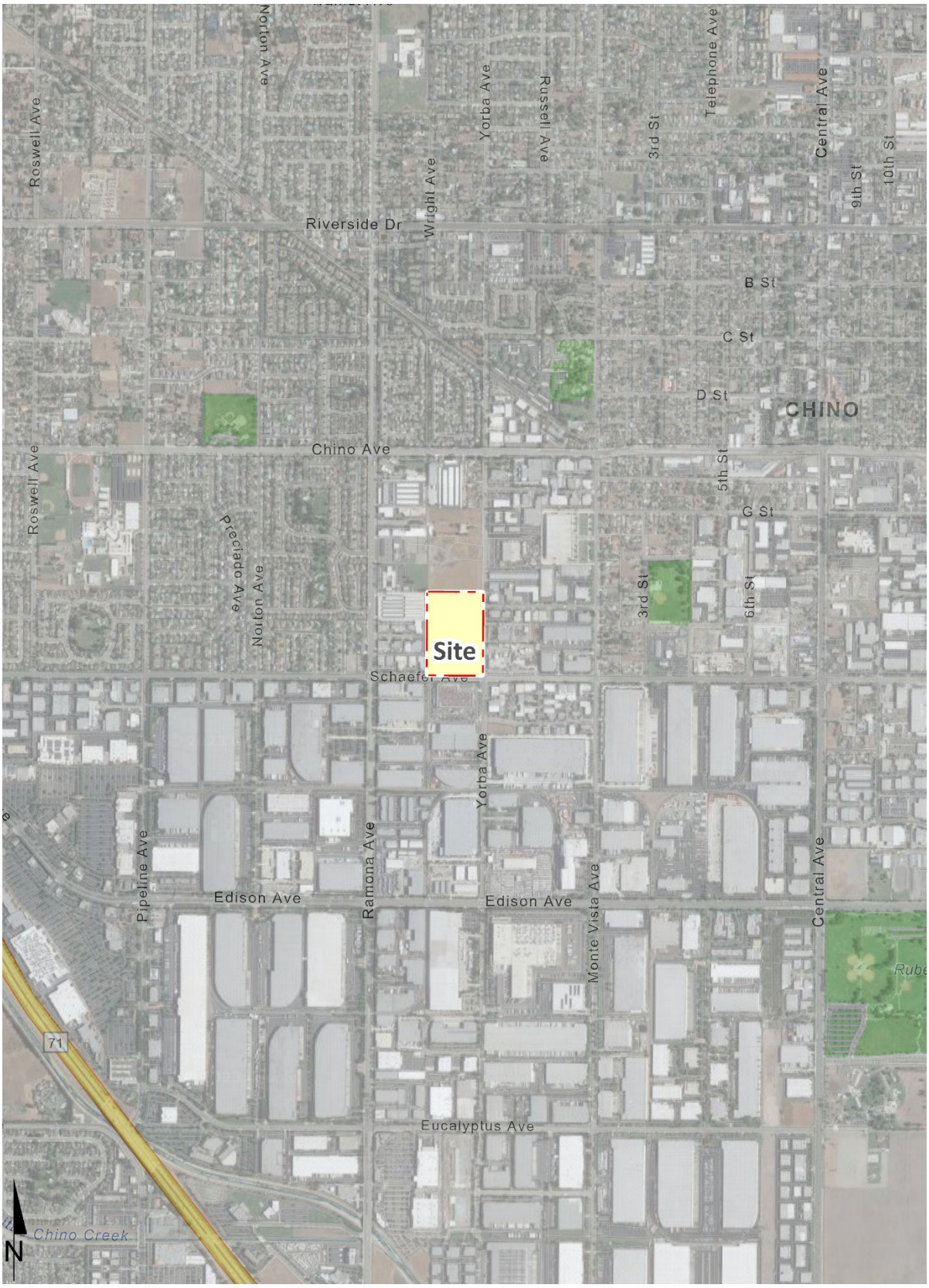
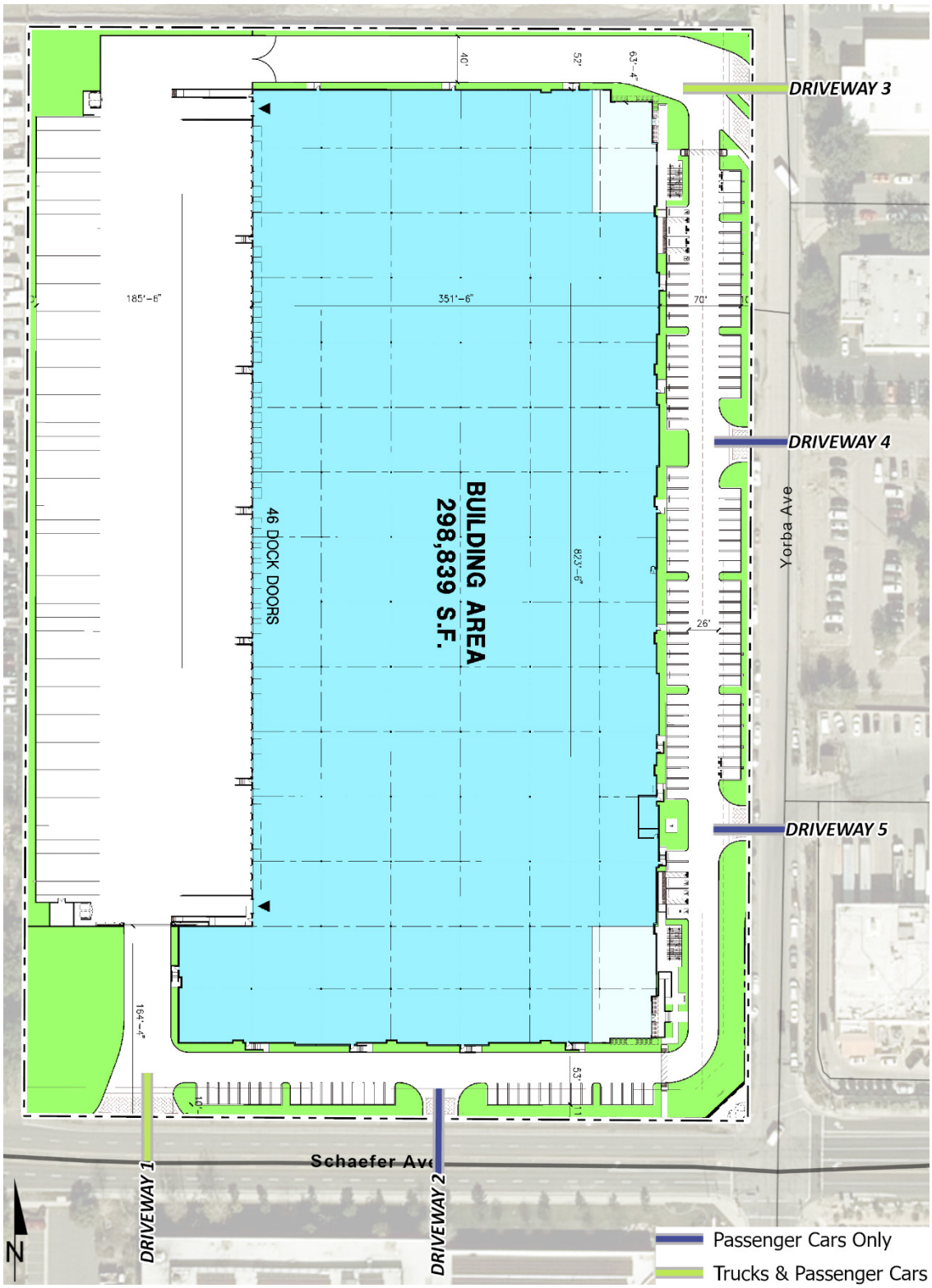


EXHIBIT 1-2: PRELIMINARY SITE PLAN



As indicated on Exhibit 1-2, vehicular access will be provided via two driveways on Schaefer Avenue and three driveways on Yorba Avenue. All driveways are proposed to allow for full access (e.g., no turn restrictions), with the exception of Driveway 3 on Yorba Avenue which would be restricted to right-out/left-in access only. Regional access to the Project site is accommodated from the SR-71 Freeway via Chino Avenue, Edison Avenue, and Ramona Avenue, and the SR-60 Freeway via Ramona Avenue. It should be noted, Vehicle Miles Traveled (VMT) is addressed in the Addendum to the City of Chino General Plan Update Environmental Impact Report that was prepared for the Project. As such, VMT is not evaluated as part of this traffic study.

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) have been utilized. (3) The Project is anticipated to generate a total of 656 actual two-way trips per day with 77 AM peak hour trips and 76 PM peak hour trips, in actual vehicles. The Project is anticipated to generate 910 two-way passenger car equivalent (PCE) trips per day with 85 PCE AM peak hour trips and 88 PCE PM peak hour trips. Consistent with the City's Guidelines, the peak hour intersection operations analyses utilize PCE-based traffic volumes. The peak hour intersection operations analysis in this TIA has been updated to accurately evaluate the net increase of 4 PCE AM peak hour trips and 6 PCE 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* of this report.

1.3 ANALYSIS SCENARIOS

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

- Existing (2023) Conditions
- Existing plus Project (E+P) Conditions
- Opening Year Cumulative (2026) Without Project Conditions
- Opening Year Cumulative (2026) With Project Conditions
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project

1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) 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. Traffic counts were conducted in April 2023 with vehicle classification which were converted to PCE. Per the City's Guidelines, use of PCE in the operations analysis accounts for the effects of large trucks present within the existing study area. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. The volumes shown within the TA are represented in actual vehicles, however, consistent with the City's Guidelines the peak hour intersection operations analyses have been conducted using PCE volumes.

1.3.2 E+P CONDITIONS

The E+P conditions analysis determines the potential circulation system deficiencies based on a comparison of the E+P traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. Cumulative development projects and ambient growth are not included for E+P traffic conditions.

1.3.3 OPENING YEAR CUMULATIVE (2026) CONDITIONS

The Opening Year Cumulative (2026) 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 (2023) conditions of 6.12% (2% per year, compounded annually, over 3 years) is included for Opening Year Cumulative (2026) traffic conditions. 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 2026 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 2026 traffic conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the San Bernardino County Transportation Analysis Model (SBTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Chino (lead agency) General Plan. Each of the applicable transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

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

The 13 study area intersections shown on Exhibit 1-3 and listed on Table 1-1 were selected for evaluation in this TA based on consultation with City of Chino staff. At a minimum, a study area should include intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City's traffic study guidelines. (1) The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within the City of Chino and San Bernardino County for estimating a potential area of

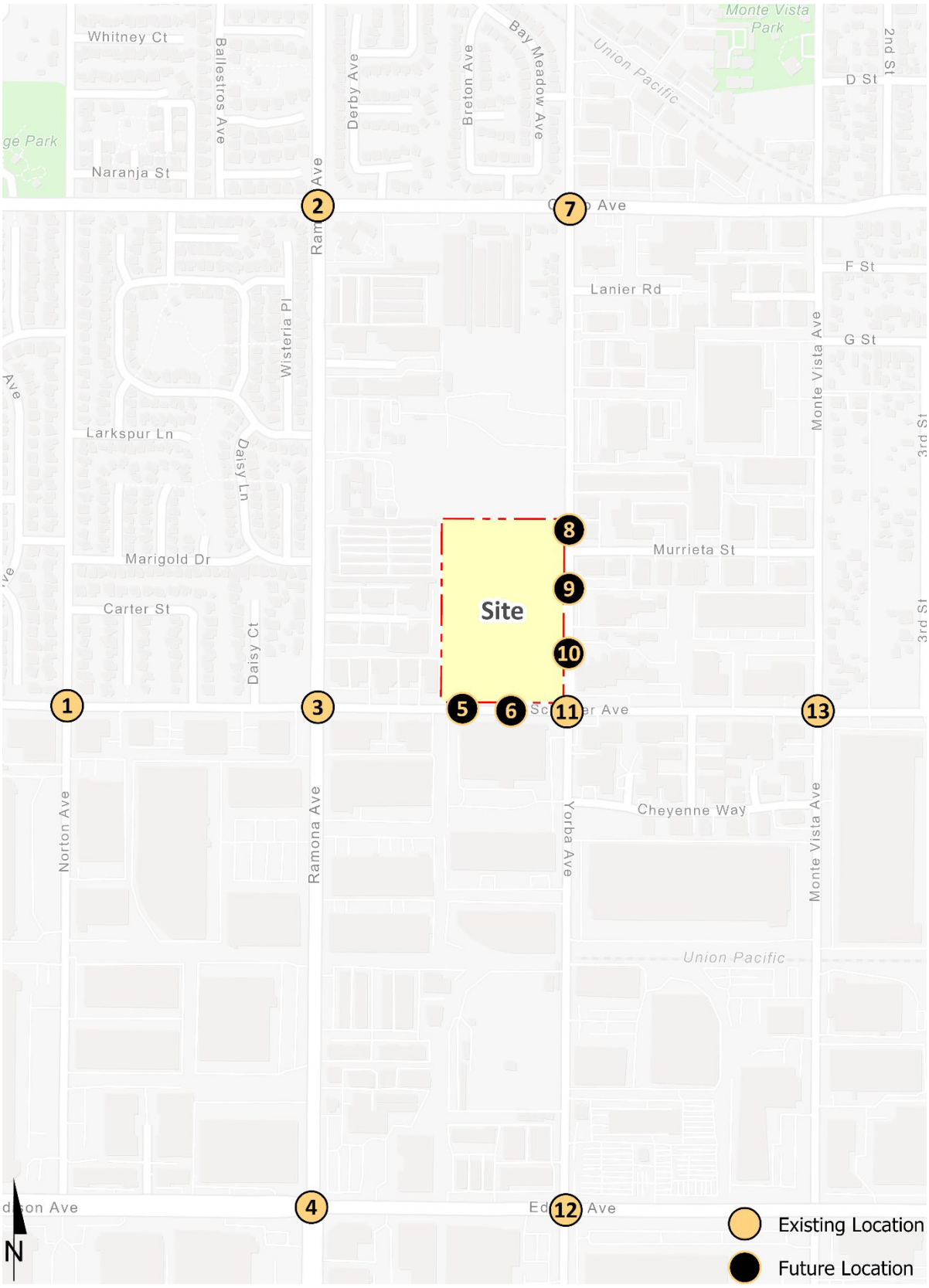
influence (i.e., study area). The Project is anticipated to contribute fewer than 50 peak hour trips at all study area intersections. The study area has been defined based on coordination with City staff.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP Facility?
1	Norton Av. & Schaefer Av.	Chino	No
2	Ramona Av. & Chino Av.	Chino	No
3	Ramona Av. & Schaefer Av.	Chino	No
4	Ramona Av. & Edison Av.	Chino	No
5	Driveway 1 & Schaefer Av.	Chino	No
6	Driveway 2 & Schaefer Av.	Chino	No
7	Yorba Av. & Chino Av.	Chino	No
8	Yorba Av. & Driveway 3	Chino	No
9	Yorba Av. & Driveway 4	Chino	No
10	Yorba Av. & Driveway 5	Chino	No
11	Yorba Av. & Schaefer Av.	Chino	No
12	Yorba Av. & Edison Av.	Chino	No
13	Monte Vista Av. & Schaefer Av.	Chino	No

The intent of a Congestion Management Program (CMP) is to link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of San Bernardino CMP became effective with the passage of Proposition 111 in 1990 with a 2021 Update to the Nexus Study. (2) There are no study area intersections identified as a San Bernardino County CMP intersection.

EXHIBIT 1-3: STUDY AREA



1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *E+P Traffic Conditions*, Section 6 *Opening Year Cumulative (2026) Traffic Conditions*, and Section 7 *Horizon Year (2045) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented on Table 1-2.

TABLE 1-2: SUMMARY OF LOS

#	Intersection	Existing AM	Existing PM	E+P AM	E+P PM	2026 Without Project AM	2026 Without Project PM	2026 With Project AM	2026 With Project PM	2045 Without Project AM	2045 Without Project PM	2045 With Project AM	2045 With Project PM
1	Norton Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
2	Ramona Av. & Chino Av.	●	●	●	●	●	●	●	●	●	●	●	●
3	Ramona Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
4	Ramona Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
5	Driveway 1 & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
6	Driveway 2 & Schaefer Av.	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
7	Yorba Av. & Chino Av.	●	●	●	●	●	●	●	●	●	●	●	●
8	Yorba Av. & Driveway 3	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
9	Yorba Av. & Driveway 4	●	●	●	●	●	●	●	●	●	●	●	●
10	Yorba Av. & Driveway 5	N/A	N/A	●	●	N/A	N/A	●	●	N/A	N/A	●	●
11	Yorba Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●
12	Yorba Av. & Edison Av.	●	●	●	●	●	●	●	●	●	●	●	●
13	Monte Vista Av. & Schaefer Av.	●	●	●	●	●	●	●	●	●	●	●	●

● = A - D ● = E ● = F

1.5.1 EXISTING (2023) CONDITIONS

All of the study area intersections are currently operating at an acceptable LOS during the weekday AM and PM peak hours.

1.5.2 E+P CONDITIONS

All of the study area intersections are anticipated to continue to operate at an acceptable LOS under E+P traffic conditions with the addition of Project traffic.

1.5.3 OPENING YEAR CUMULATIVE (2026) CONDITIONS

All of the study area intersections are anticipated to continue to operate at an acceptable LOS under Opening Year Cumulative (2026) Without Project traffic conditions and would continue to operate at an acceptable LOS with the addition of Project traffic.

1.5.4 HORIZON YEAR (2045) CONDITIONS

All of the study area intersections are anticipated to continue to operate at an acceptable LOS under Horizon Year (2045) Without Project traffic conditions and would continue to operate at an acceptable LOS with the addition of Project traffic.

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibits 1-4.

Recommendation 1 – Driveway 1 & Schaefer Avenue (#5) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach (Project driveway) and a southbound shared left-right turn lane (Project driveway).
- Project to construct an eastbound left turn lane with a minimum turn pocket length of 100 feet, which can be accommodated within the existing painted median.

Recommendation 2 – Driveway 2 & Schaefer Avenue (#6) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach (Project driveway) and a southbound shared left-right turn lane (Project driveway).
- Project to construct an eastbound left turn lane with a minimum turn pocket length of 100 feet, which can be accommodated within the existing painted median.

Recommendation 3 – Yorba Avenue & Driveway 3 (#8) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach (Project driveway) and an eastbound shared left-right turn lane (Project driveway). Full access is proposed for passenger cars, however trucks will be restricted to left-in/right-out only (no trucks allowed north on Yorba Avenue).

Recommendation 4 – Yorba Avenue & Driveway 4 (#9) – The following improvements are necessary to accommodate site access:

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

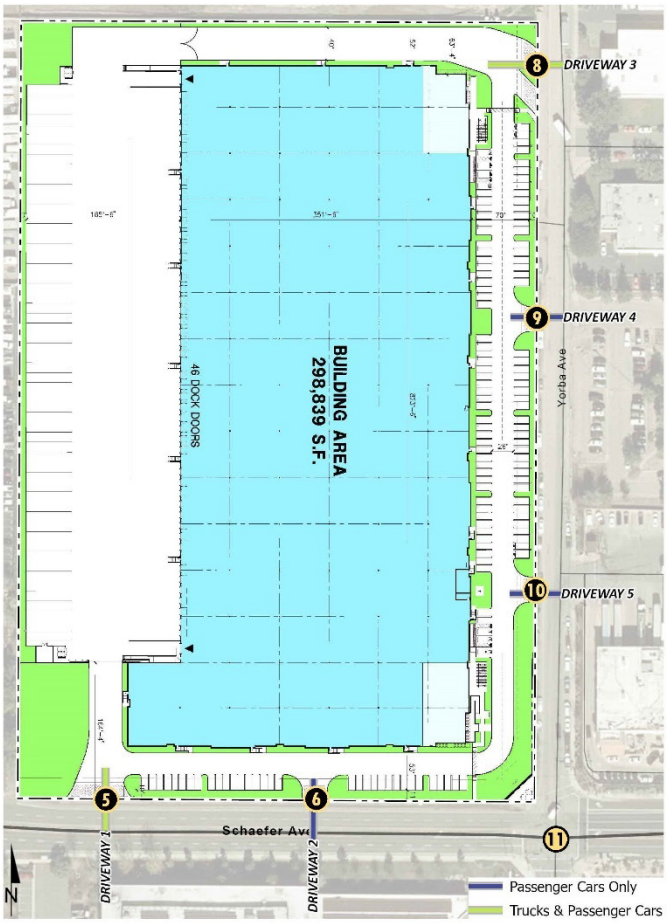
Recommendation 5 – Yorba Avenue & Driveway 5 (#10) – The following improvements are necessary to accommodate site access:

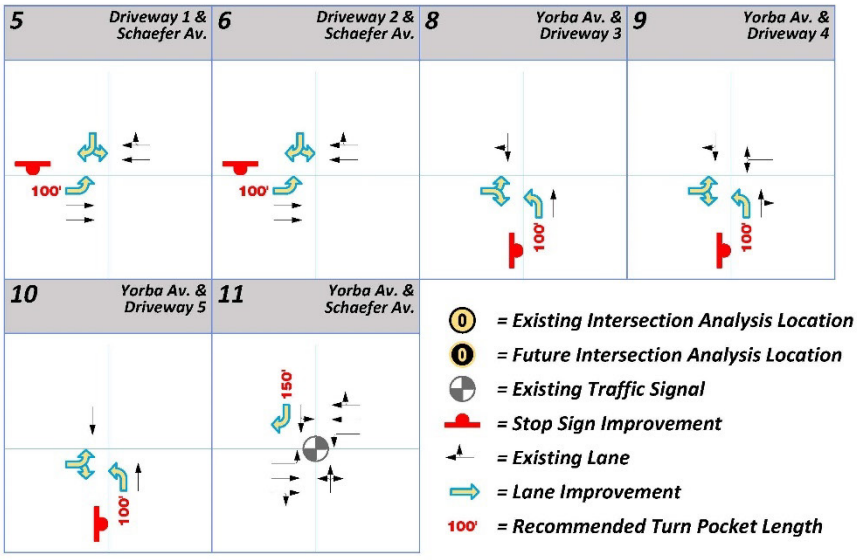
- Project to install a stop control on the eastbound approach (Project driveway) and an eastbound shared left-right turn lane (Project driveway).

Recommendation 6 – Yorba Avenue & Schaefer Avenue (#11) – The following improvements are necessary to accommodate site access:

- Project to construct a southbound right turn lane with 150-feet of storage.
- It should be noted, the westbound right turn lane will be restriped in order to better align the eastbound and westbound approaches.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS





Recommendation 7 – Yorba Avenue is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Yorba Avenue at its ultimate half-section-width as an Urban Industrial Collector (66-foot right-of-way) from Schaefer Avenue to the Project's northern boundary consistent with the City's standards or as required per the Project's Conditions of Approval, in addition to accommodating improvements to facilitate site access at the driveways.

Recommendation 8 – Schaefer Avenue is an east-west oriented roadway located on the Project's southern boundary. Project to construct Schaefer Avenue at its ultimate half-section-width as a Primary Arterial (98-foot right-of-way) from Yorba Avenue to the Project's western boundary consistent with the City's standards or as required per the Project's Conditions of Approval, in addition to accommodating improvements to facilitate site access at the driveways.

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.

1.6.2 OFF-SITE RECOMMENDATIONS

There are no off-site improvements recommended as all study area intersections are anticipated to operate at an acceptable LOS for all analysis scenarios during the morning and evening peak hours. However, the Project Applicant shall pay requisite fees for the applicable pre-existing fee programs (see Section 8 *Local and Regional Funding Mechanisms*).

1.6.3 QUEUING ANALYSIS

A queuing analysis was conducted at the study area intersections for Horizon Year (2045) With Project traffic conditions to determine the turn pocket lengths necessary to accommodate 95th percentile queues. The analysis was conducted for the weekday AM and weekday PM peak hours. The results have been provided in Appendix 1.2 and a summary of the queuing analysis results is shown on Table 1-3. As shown on Table 1-3, no queuing issues are anticipated at the intersections of Ramona Avenue at Schaefer Avenue and Yorba Avenue at Schaefer Avenue. As such, the existing turn pockets at existing intersections are anticipated to accommodate the 95th percentile queues. No queuing issues are anticipated at the Project access points.

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. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed; it is simply based on statistical calculations (or Average Queue plus 1.65 standard deviations). Many agencies utilize the 95th percentile queues for design purposes. A vehicle is considered queued whenever it is traveling at less than 10 feet/second. The random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each turn movement. A SimTraffic simulation has been recorded five (5) times, during the weekday AM and weekday PM peak hours, and has been seeded for 30-minute periods with 60-minute recording intervals.

TABLE 1-3: PEAK HOUR QUEUING ANALYSIS FOR SITE ADJACENT INTERSECTIONS

Intersection	Movement[3]	Available Stacking Distance (Feet)[3]	95th Percentile Queue (Feet) AM Peak	95th Percentile Queue (Feet) PM Peak	Acceptable? [1] AM	Acceptable? [1] PM
Ramona Av. & Schaefer Av.	NBL	160	76	124	Yes	Yes
	NBT/R	1,240	217	291	Yes	Yes
	SBL	200	117	149	Yes	Yes
	SBT/R	700	224	212	Yes	Yes
	EBL	100	142 [2]	173 [2]	Yes	Yes
	EBT/R	1,225	245	298	Yes	Yes
	WBL	100	166 [2]	185 [2]	Yes	Yes
	WBT/R	650	263	354	Yes	Yes
Driveway 1 & Schaefer Av.	EBL	50	21	14	Yes	Yes
	EBT	700	0	0	Yes	Yes
	WBT/R	180	0	0	Yes	Yes
Driveway 2 & Schaefer Av.	EBL	50	7	4	Yes	Yes
	EBT	180	0	13	Yes	Yes
	WBT/R	240	0	0	Yes	Yes
Yorba Av. & Schaefer Av.	NBL/T/R	400	143	217	Yes	Yes
	SBL/T	210	120	192	Yes	Yes
	SBR	**150**	46	107	Yes	Yes
	EBL	100	108 [2]	59	Yes	Yes
	EBT/R	265	141	205	Yes	Yes
	WBL	100	67	93	Yes	Yes
	WBT	1,225	189	240	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

[2] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the taper storage length and/or two-way left-turn lane has sufficient storage to accommodate any spillover without spilling back and affecting Schaefer Avenue.

[3] **SBR** = Improvement; **150** = Improvement

1.7 TRUCK ACCESS AND CIRCULATION

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at the Project driveways anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see Exhibit 1-5). As shown on Exhibit 1-5, Driveway 1 on Schaefer Avenue and Driveway 3 on Yorba Avenue are anticipated to accommodate the ingress and egress of heavy trucks as currently designed. Truck turn templates have also been evaluated for the adjacent intersection of Yorba Avenue & Schaefer Avenue. As shown on Exhibit 1-5, the northwest corner of Yorba Avenue & Schaefer Avenue is anticipated to accommodate the wide turning radius of heavy trucks as currently designed. Driveway 3 on Yorba Avenue should be modified as shown on Exhibit 1-5 in an effort to discourage truck traffic from heading north on Yorba Avenue.

1.8 BICYCLE & PEDESTRIAN CIRCULATION

Per the request of the City of Chino, bicycle and pedestrian access has been evaluated for the proposed Project. As discussed previously in Section 1.6 *Recommendations*, the Project will construct sidewalk improvements on Yorba Avenue and Schaefer Avenue along the Project's frontage. The sidewalks will connect to the northwest corner of Yorba Avenue and Schaefer Avenue, providing pedestrian access to cross the intersection and to the surrounding area, via existing sidewalks along the east of Yorba Avenue and south of Schaefer Avenue. The pedestrian circulation is shown on Exhibit 1-6.

The proposed roadway improvements along the Project's frontage will also include a Class II bicycle lane along Schaefer Avenue. Class II bicycle lanes are signed and striped, on-street bicycle lanes. The proposed bike lane width will be consistent with the existing bicycle lane widths. The proposed Class II bicycle lane will connect to the existing Class II bicycle lanes along Schaefer Avenue (to the west and to the east), providing bicycle access to the surrounding area. The bicycle circulation is shown on Exhibit 1-7. The bike lanes will be constructed in compliance with the ADA and Chino's Policy on Accessible Pedestrian Facilities.

1.9 TRUCK ROUTING MANAGEMENT PLAN

The truck route management plan will include the installation of signage at all site access driveways to show the designated truck routes as illustrated on Exhibit 1-8. The sign shall be 24" x 24" and shall be mounted at a height that is readily visible to truck drivers. The proposed sign letter sizes shall conform to the requirements of the current CA MUTCD. Exhibit 1-9 provides signage locations for inbound truck traffic restrictions along Yorba Avenue and Schaefer Avenue. Implementation of the truck management plan would require coordination between the tenant and its drivers via signage or handouts with information about the interim truck routes. In conjunction with the signage/handouts showing the interim truck route plan, it is recommended that the Project tenant implement an ongoing driver education program where the dispatchers inform the truck drivers about the approved truck route and reinforce that use of Chino Avenue by truck traffic is prohibited. The interim truck routes are provided for near-term conditions in Section 4.2 *Project Trip Distribution*.

EXHIBIT 1-5: TRUCK ACCESS (1 OF 5)

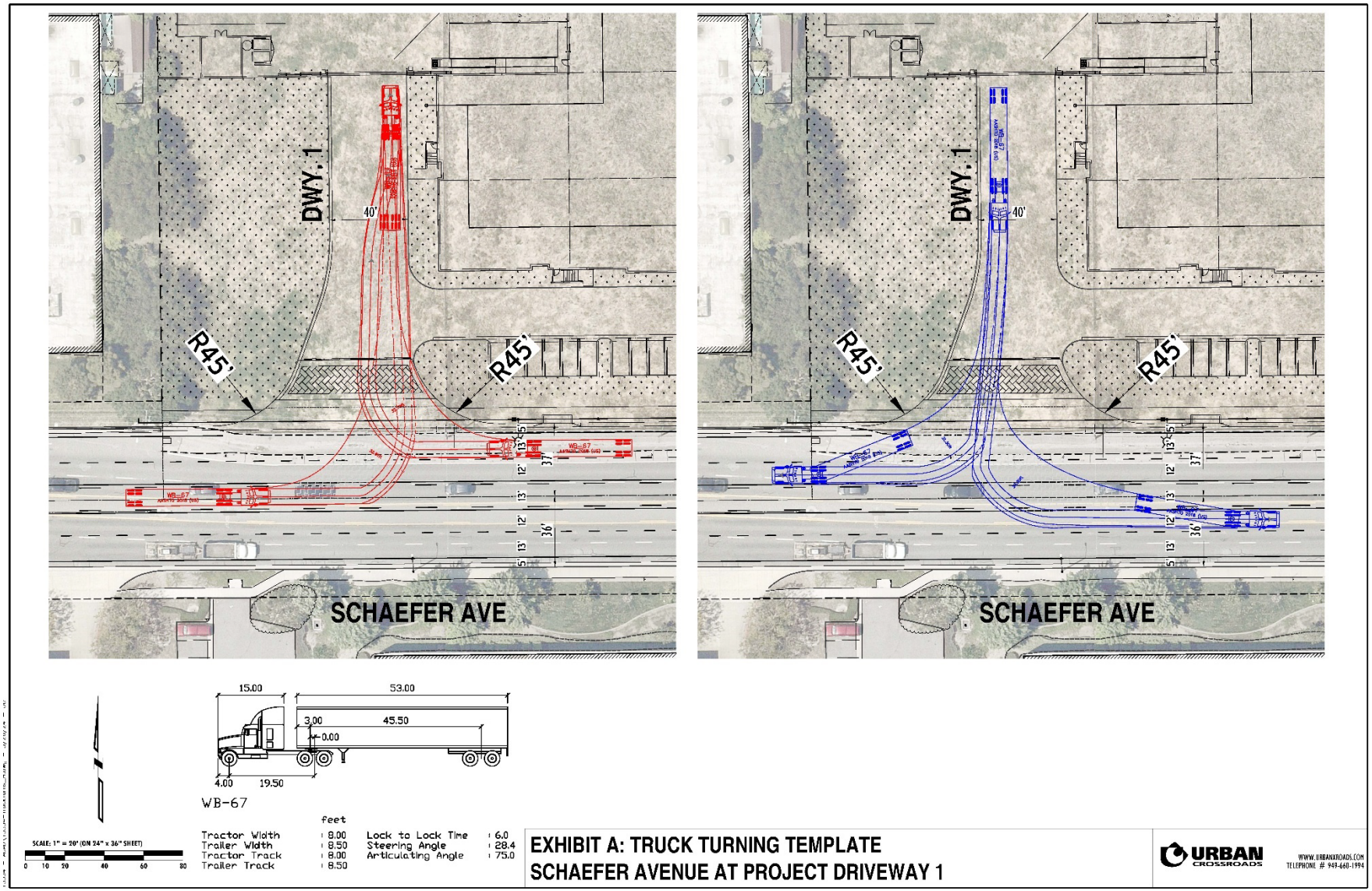


EXHIBIT 1-5: TRUCK ACCESS (2 OF 5)

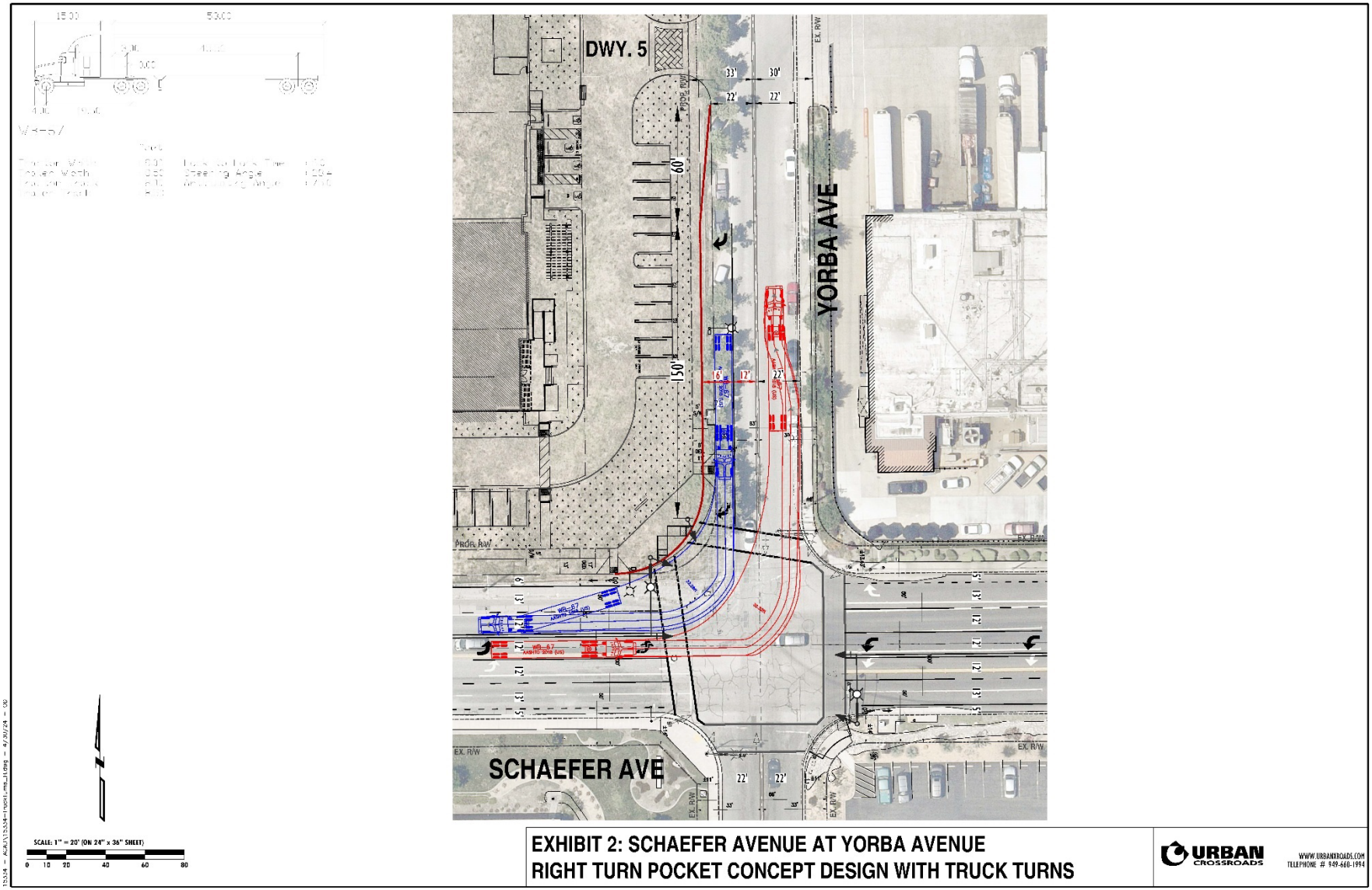


EXHIBIT 1-5: TRUCK ACCESS (3 OF 5)

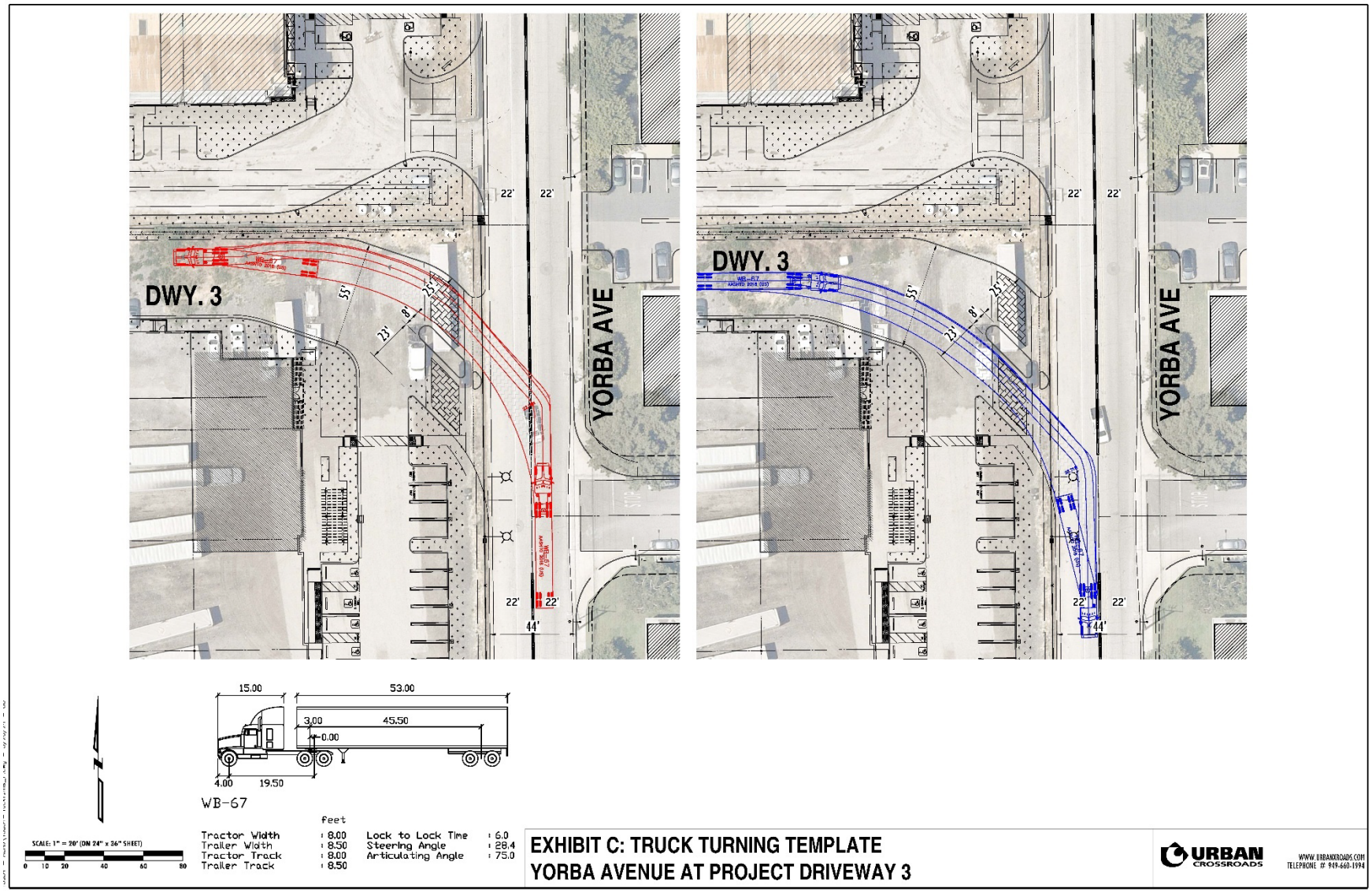


EXHIBIT 1-5: TRUCK ACCESS (4 OF 5)

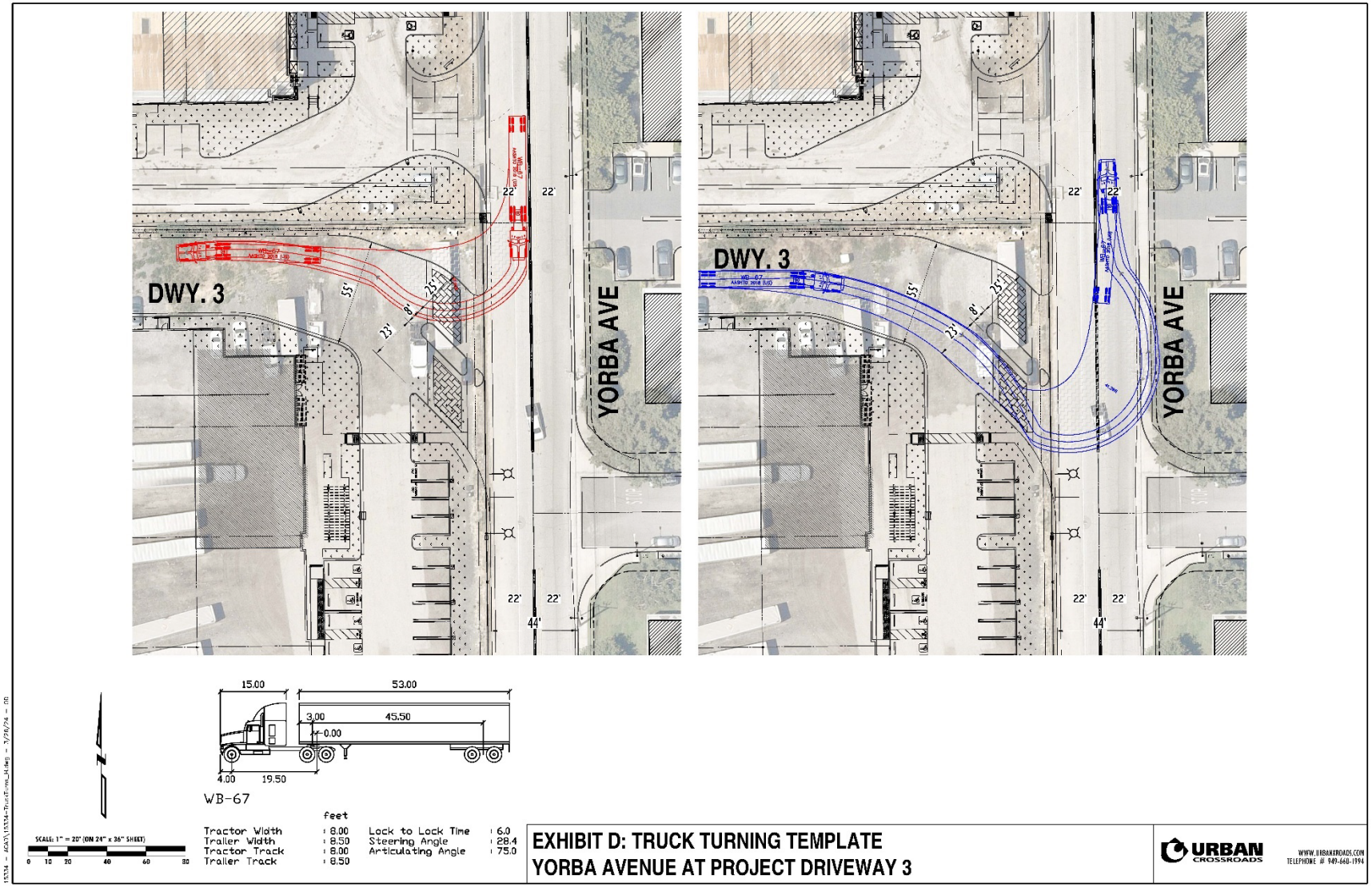
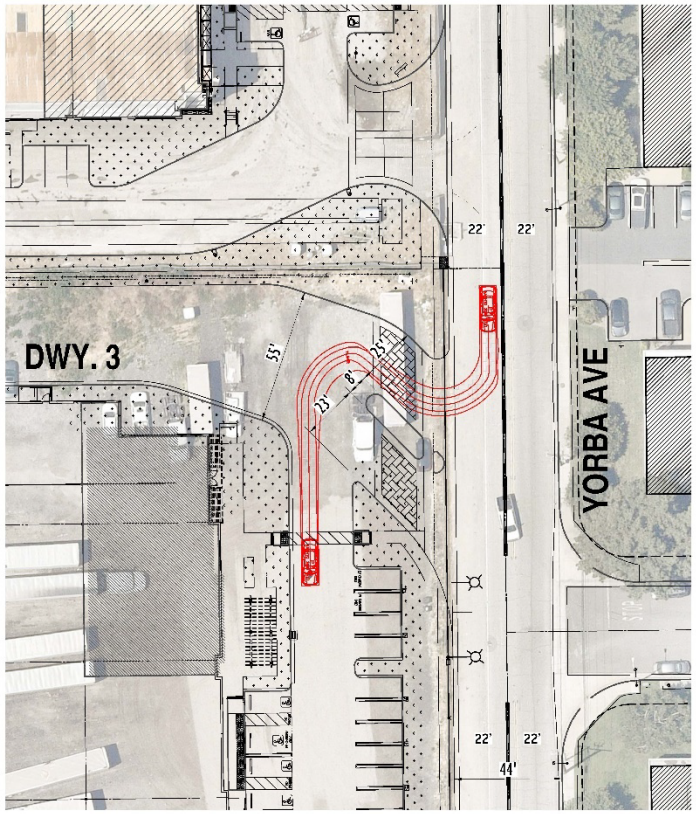
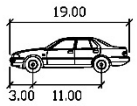


EXHIBIT 1-5: TRUCK ACCESS (5 OF 5)





P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	6.0
Steering Angle	: 31.6

SCALE: 1" = 20' (ON 24" x 36" SHEET)
0 10 20 40 60 80

EXHIBIT E: PASSENGER CAR TURNING TEMPLATE
YORBA AVENUE AT PROJECT DRIVEWAY 3

URBAN CROSSROADS
WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

EXHIBIT 1-6: PROPOSED PROJECT PEDESTRIAN CIRCULATION

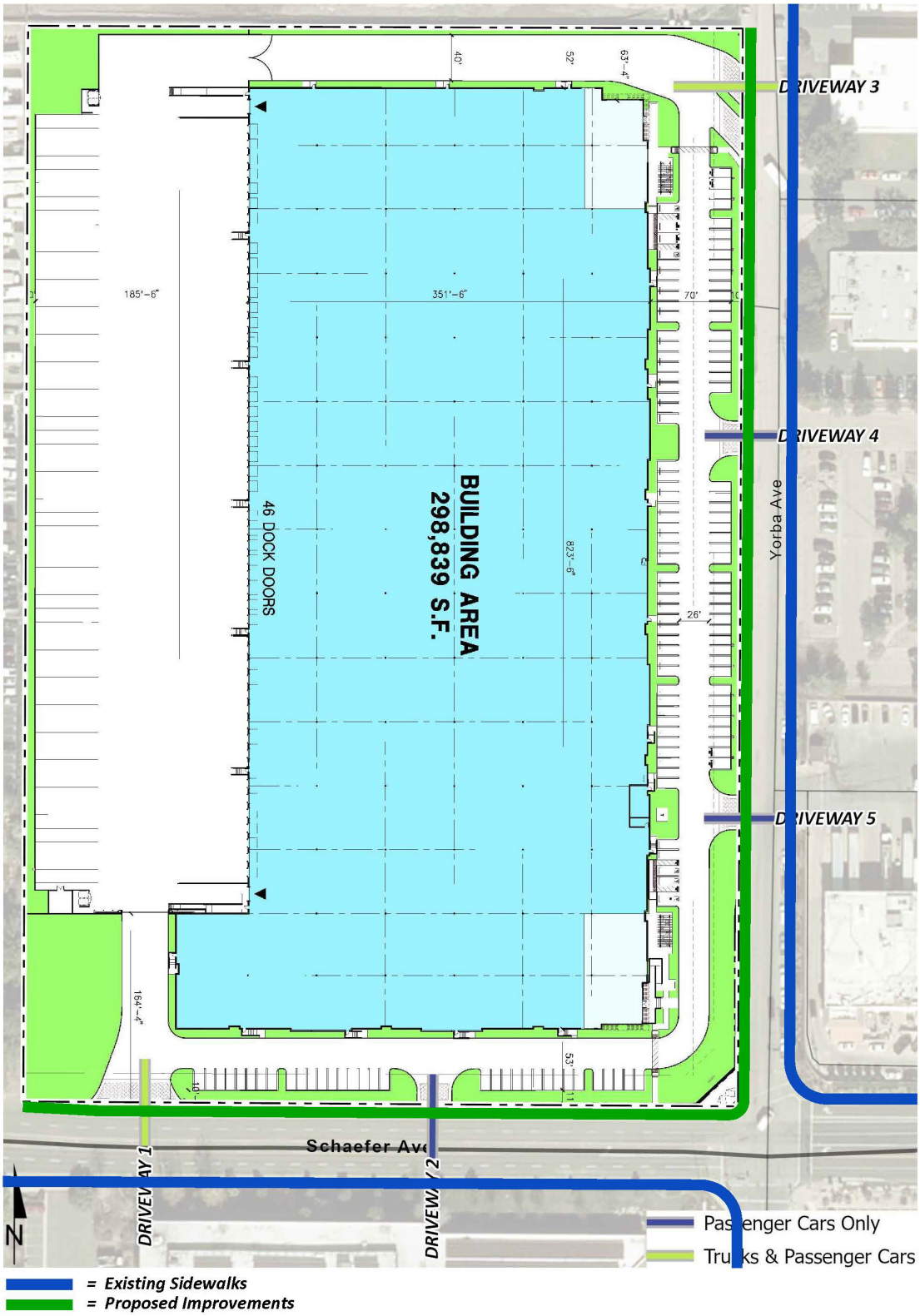


EXHIBIT 1-7: PROPOSED PROJECT BICYCLE CIRCULATION

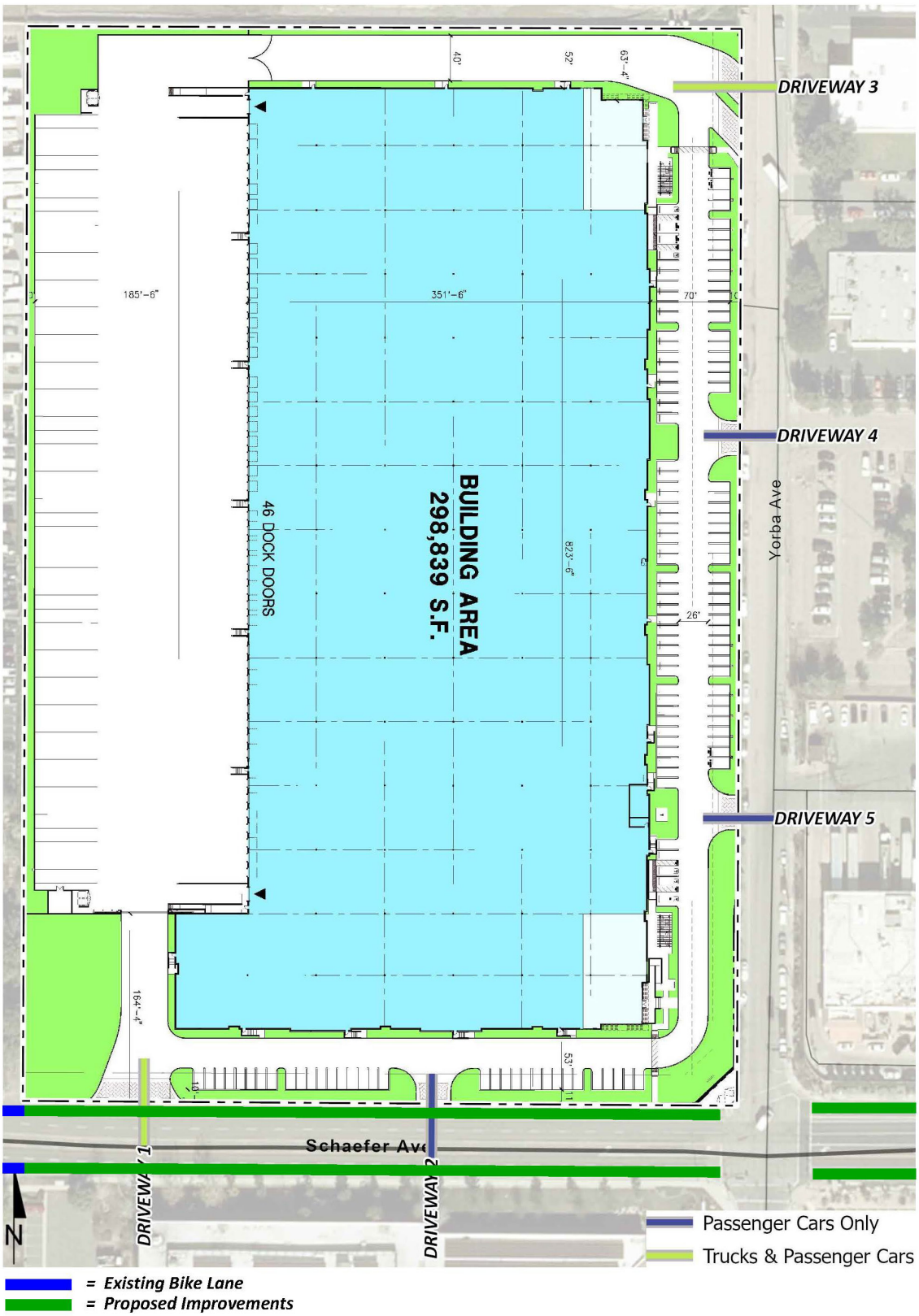


EXHIBIT 1-8: TRUCK ROUTE SIGN

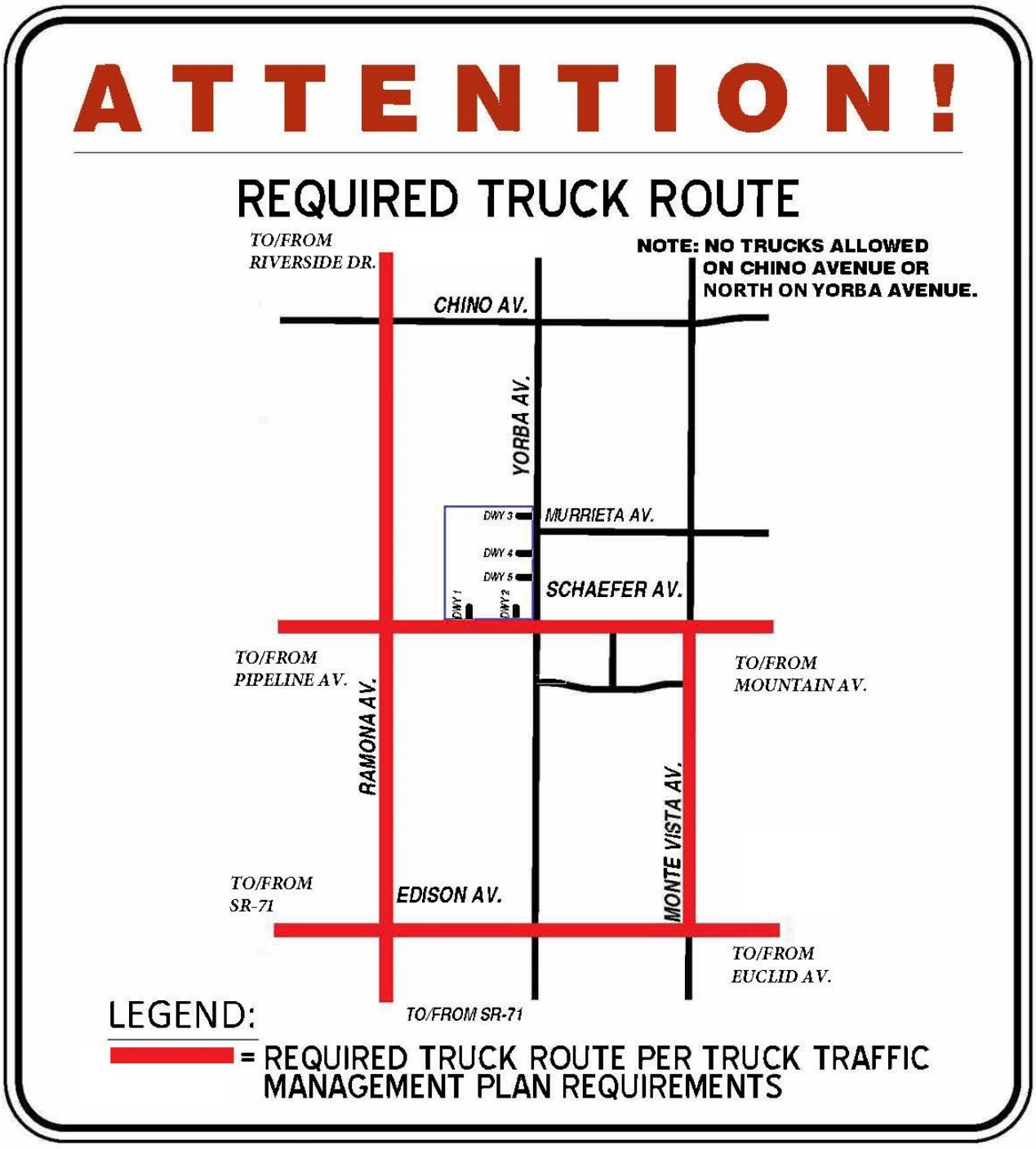
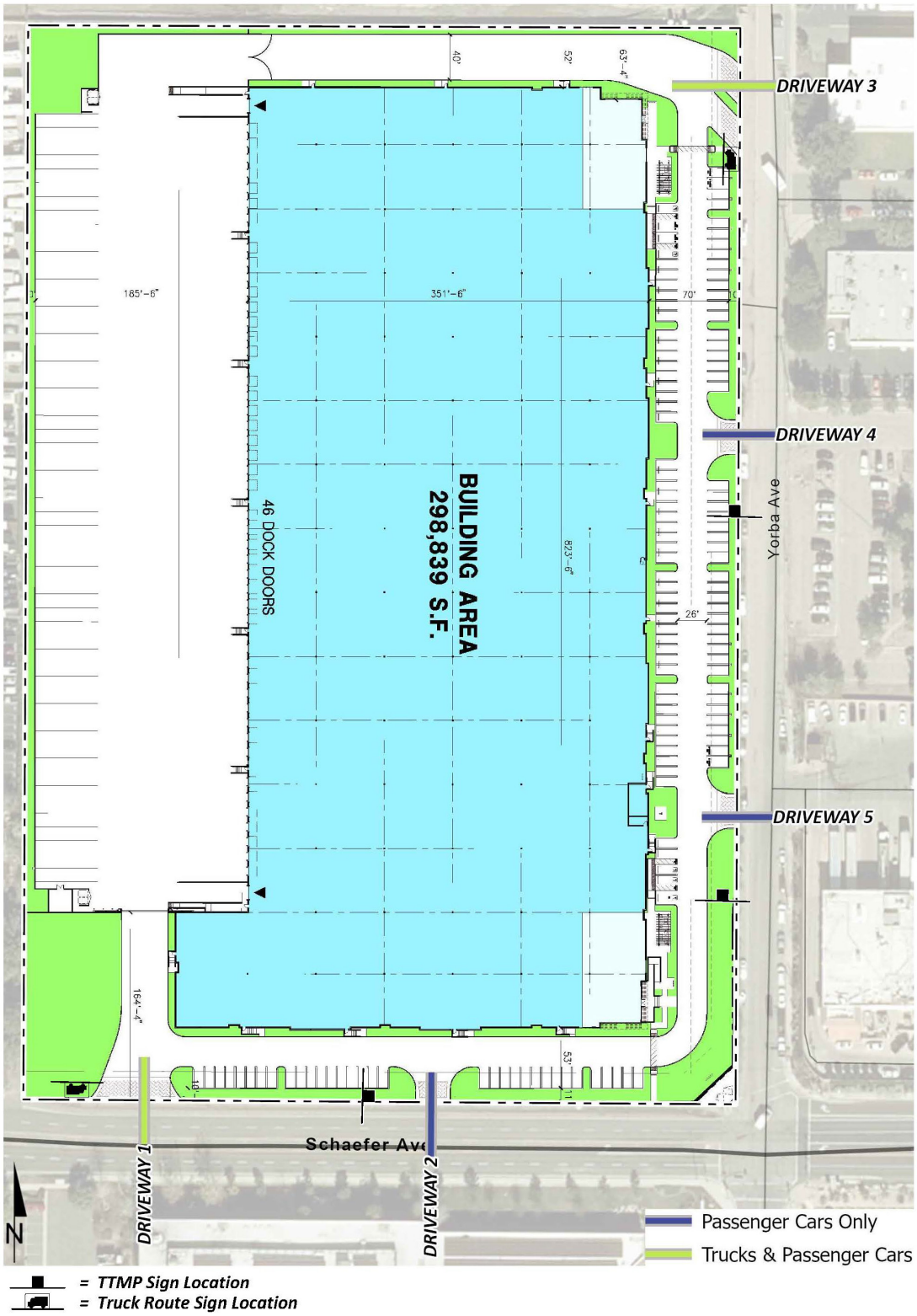


EXHIBIT 1-9: INBOUND TRAFFIC SIGN LOCATIONS



1.10 PROTECTED LEFT-TURN PHASING ANALYSIS

Based on a review of the intersection operations for the intersection of Yorba Avenue & Schaefer Avenue (#11), protected left-turn phasing does not appear necessary. The intersection of Yorba Avenue & Schaefer Avenue (#11) is anticipated to operate at an acceptable LOS under Horizon Year (2045) With Project traffic conditions (most intensive traffic scenario). The intersection operations analysis worksheets indicate that the northbound and southbound approaches of this intersection are anticipated to operate at LOS B or better during both the AM and PM peak hours (see Appendix 7.2).

Based on a review of the traffic volumes under Horizon Year (2045) With Project traffic conditions, there are less than 40 vehicles during the AM peak hour and between 50 and 65 vehicles during the PM peak hour that are anticipated to turn northbound left or southbound left at this location. Future year traffic volumes indicate that a majority of vehicles on the northbound and southbound approaches travel through the intersection, as opposed to turning left or right. Therefore, it does not appear that protected left turn phasing is necessary at this location.

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2 METHODOLOGIES

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

2.1 LEVEL OF SERVICE

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

2.2 INTERSECTION CAPACITY ANALYSIS

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

2.2.1 SIGNALIZED INTERSECTIONS

The City of Chino requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control 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 on Table 2-1.

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

Existing, E+P, and Opening Year Cumulative (2026) Traffic Conditions:

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

Horizon Year (2045) Traffic Conditions:

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

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 6th Edition

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

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

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x 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. (4)

2.2.2 UNSIGNALIZED INTERSECTIONS

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

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

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

Source: HCM, 6th Edition

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

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

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

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based

Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with existing unsignalized intersections that are 40 miles per hour or below where rural warrants are used for unsignalized intersections along roadways with speed limits in excess of 40 miles per hour.

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

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
5	Driveway 1 & Schaefer Av.
6	Driveway 2 & Schaefer Av.
8	Yorba Av. & Driveway 3
9	Yorba Av. & Driveway 4
10	Yorba Av. & Driveway 5

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *E+P Traffic Conditions*, Section 6 *Opening Year Cumulative (2026) Traffic Conditions, and* Section 7 *Horizon Year (2045) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment operations have been evaluated using the City of Chino Roadway Capacity Thresholds provided in the City's General Plan. (6) These roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. In other words, while using ADT for planning purposes is suitable with regards to evaluating potential volume to capacity with future forecasts, it is not suitable for operational analysis because it does not account for the factors listed previously. As such, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more

detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity.

2.5 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.

2.5.1 CITY OF CHINO

According to the City of Chino's General Plan Objective TRA-1.2/Policy P1, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, where feasible. (6)

2.5.2 CMP

The CMP definition of deficiency is based on maintaining a level of service standard of LOS E or better, where feasible, except where an existing LOS F condition is identified in the CMP document. However, in an effort to overstate as opposed to understate potential deficiencies, LOS D has been utilized for the CMP intersections for the purposes of this analysis, unless the intersection is located in the City of Ontario (which uses LOS E). (2)

2.6 DEFICIENCY CRITERIA

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

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

When the Without Project condition is already below LOS D/LOS E (i.e., unacceptable LOS), the Project will be responsible for improving its deficiency to acceptable levels of service. Thus, for intersections operating at unacceptable LOS during either the AM and/or PM peak hour, improvements have been identified to improve the deficiencies of the Project to an intersection LOS that is equal to or better than Without Project conditions. The Project's contribution to a deficiency can be reduced if the Project is required to implement or fund its fair share of improvements designed to alleviate its contribution to the deficient condition.

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

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

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3 AREA CONDITIONS

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

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Chino staff (Appendix 1.1), the study area includes a total of 13 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF CHINO GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Chino. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on the City of Chino General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Chino General Plan Circulation Element and Exhibit 3-3 illustrates the City of Chino General Plan roadway cross-sections. Table 3-1 provides the City of Chino's ultimate buildout for General Plan roadway cross-sections. The City of Chino General Plan does not include Yorba Avenue in the General Plan roadway cross-section descriptions.

A Major Arterial is identified as having 120-foot right-of-way and 100-foot curb-to-curb measurement. Major Arterials include three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Chino are classified as a Major Arterial:

- Edison Avenue
- Ramona Avenue, south of Edison Avenue

A Primary Arterial is identified as having a 98-foot right-of-way and 74-foot curb-to-curb measurement. Primary Arterials include four lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Chino are classified as a Primary Arterial:

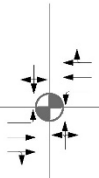
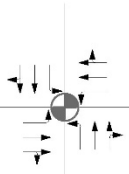
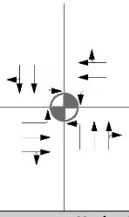
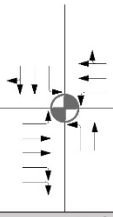
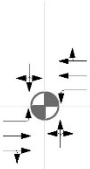
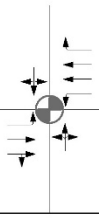
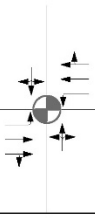
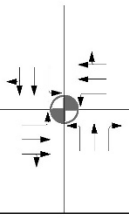
- Schaefer Avenue
- Ramona Avenue, north of Edison Avenue

A Secondary Arterial is identified as having an 88-foot right-of-way and 64-foot curb-to-curb measurement. Secondary Arterials include four lanes of travel. The following study area roadways within the City of Chino are classified as a Secondary Arterial:

- Monte Vista Avenue
- Chino Avenue

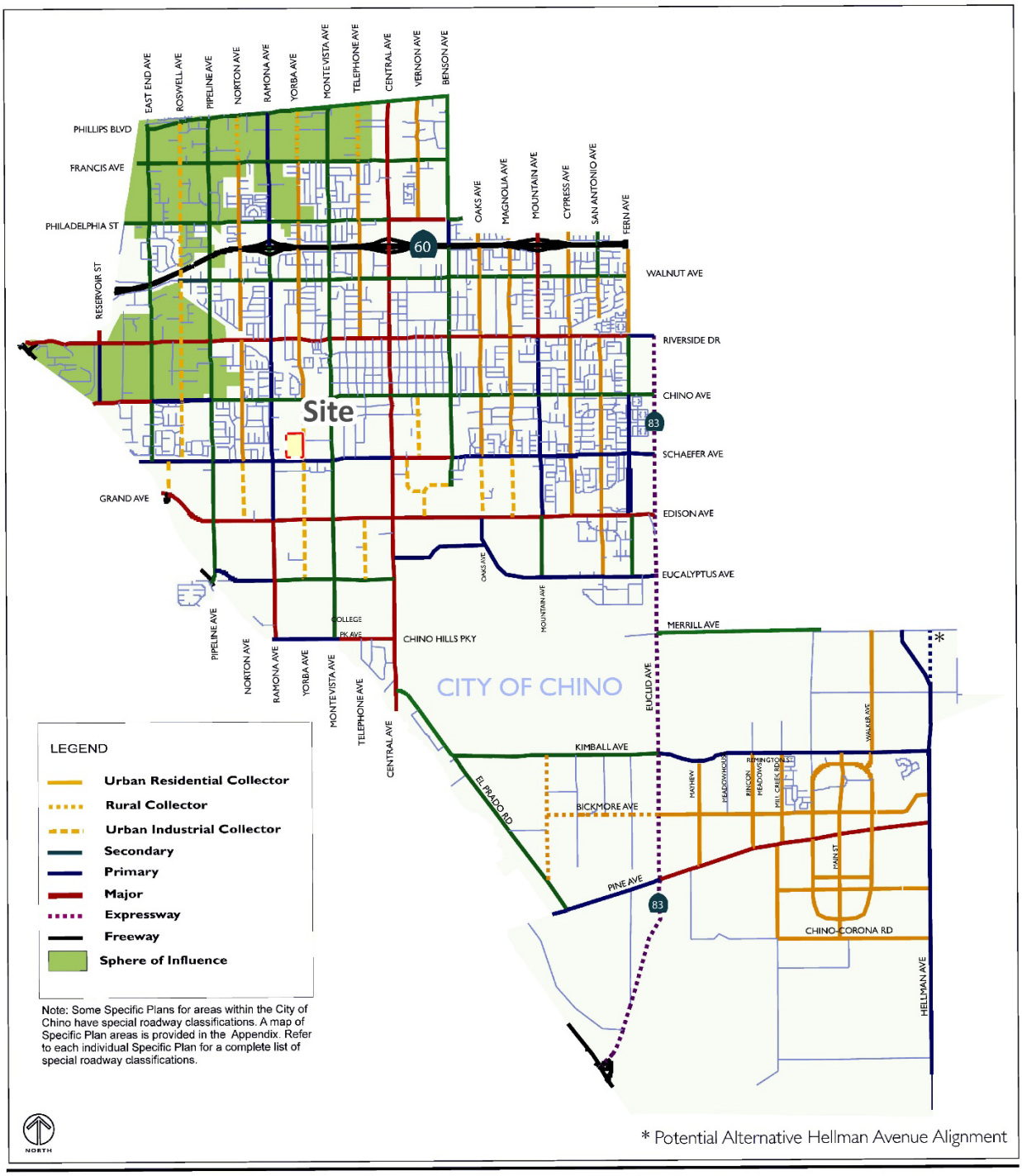
EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Norton Av. & Schaefer Av.	2 Ramona Av. & Chino Av.	3 Ramona Av. & Schaefer Av.	4 Ramona Av. & Edison Av.	5 Driveway 1 & Schaefer Av.
				Future Intersection
6 Driveway 2 & Schaefer Av.	**7 Yorba Av. & Chino Av.**	**8 Yorba Av. & Driveway 3**	**9 Yorba Av. & Driveway 4**	**10 Yorba Av. & Driveway 5**
Future Intersection		Future Intersection		Future Intersection
11 Yorba Av. & Schaefer Av.	**12 Yorba Av. & Edison Av.**	**13 Monte Vista Av. & Schaefer Av.**		
				

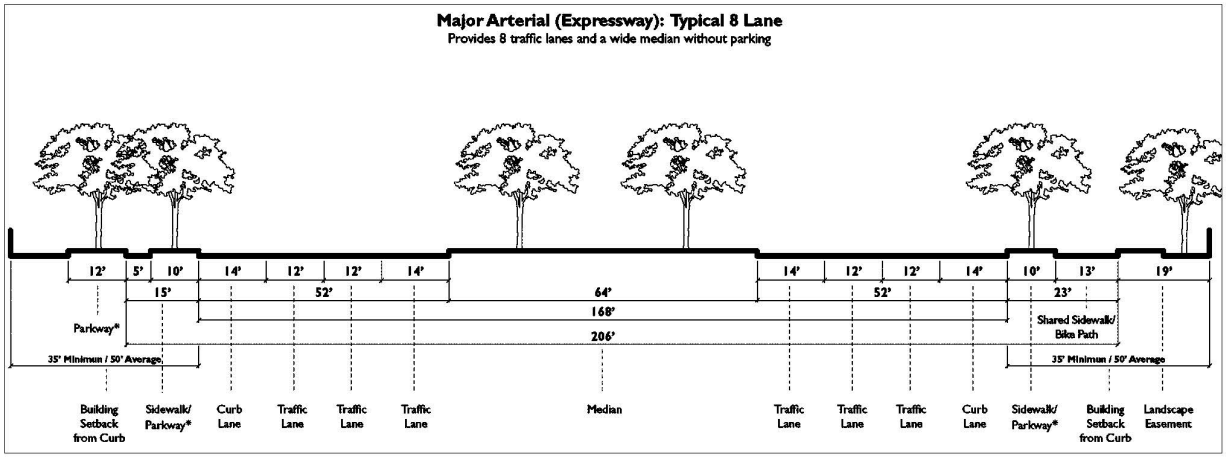
2 = Number of Lanes
D = Divided
U = Undivided
45 = Speed Limit (MPH)
= Traffic Signal
= Stop Sign
= Existing Lane

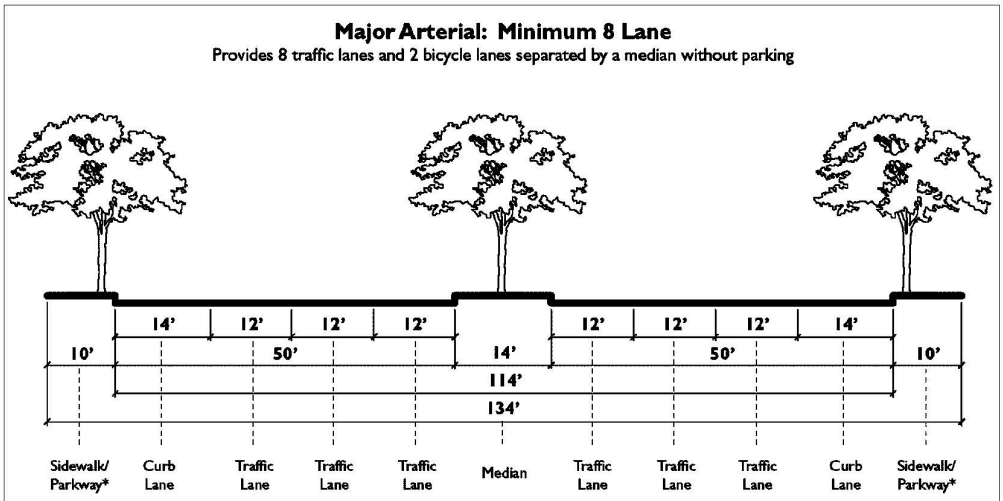
EXHIBIT 3-2: CITY OF CHINO GENERAL PLAN CIRCULATION ELEMENT



Site Boundary

EXHIBIT 3-3: CITY OF CHINO GENERAL PLAN ROADWAY CROSS-SECTIONS (1 OF 3)





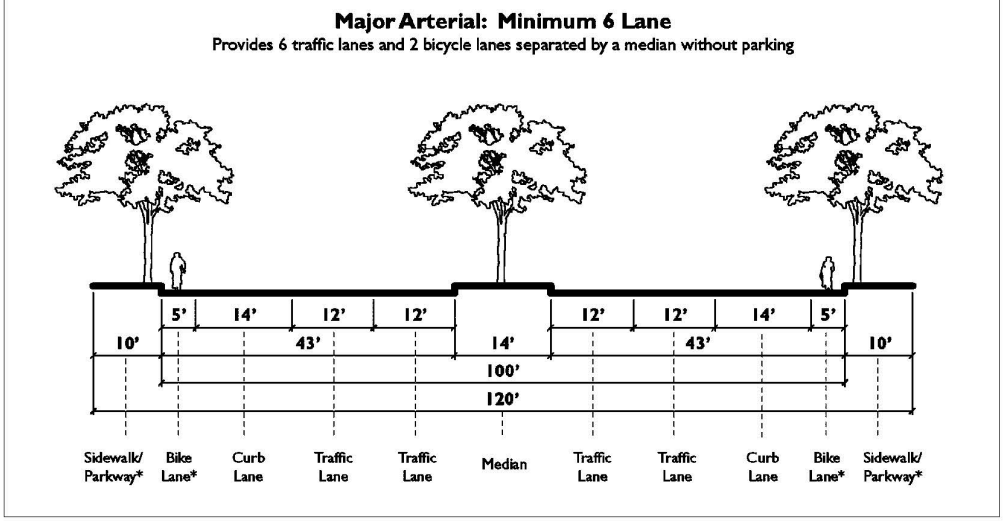


EXHIBIT 3-3: CITY OF CHINO GENERAL PLAN ROADWAY CROSS-SECTIONS (2 OF 3)

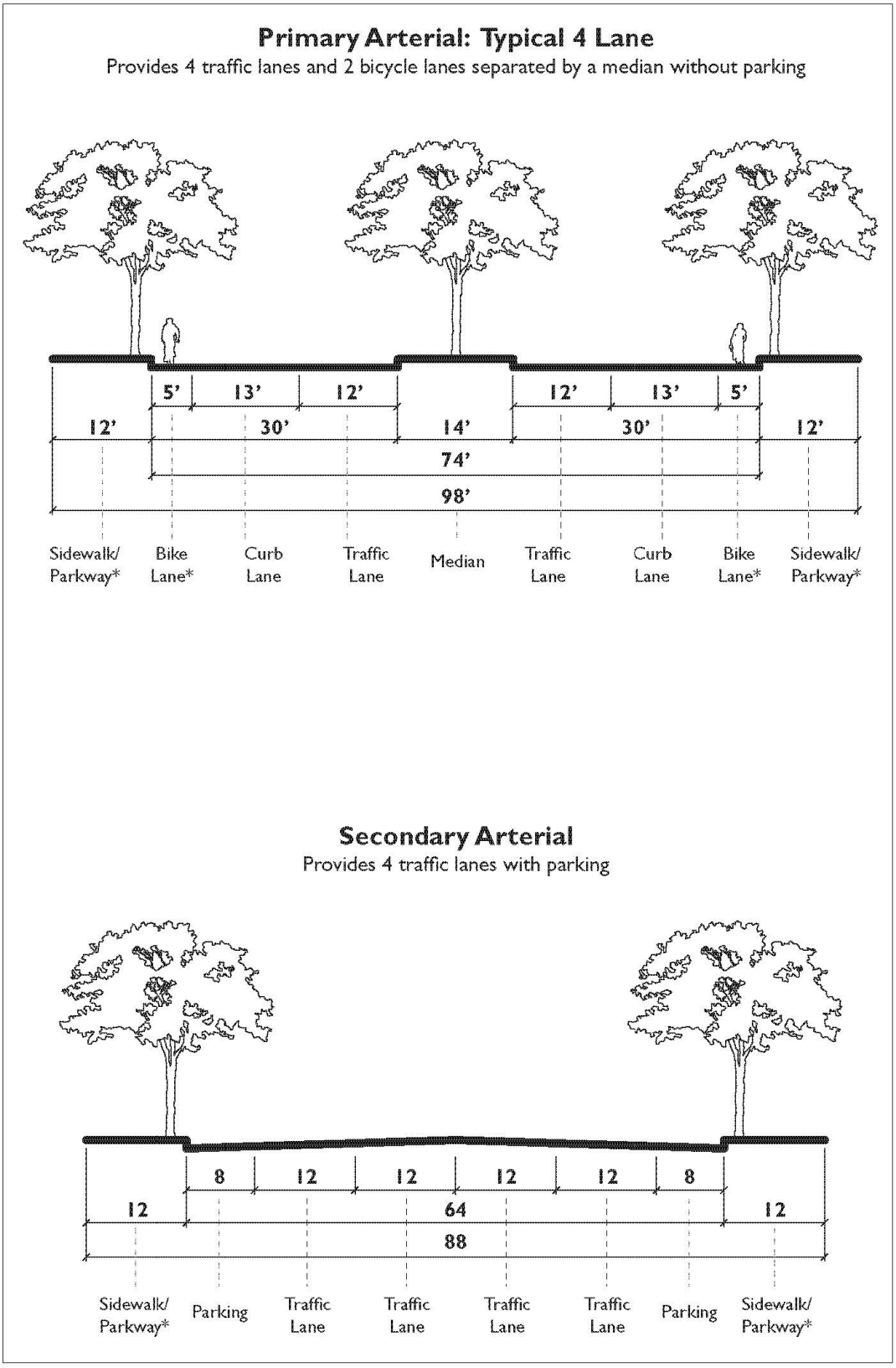


EXHIBIT 3-3: CITY OF CHINO GENERAL PLAN ROADWAY CROSS-SECTIONS (3 OF 3)

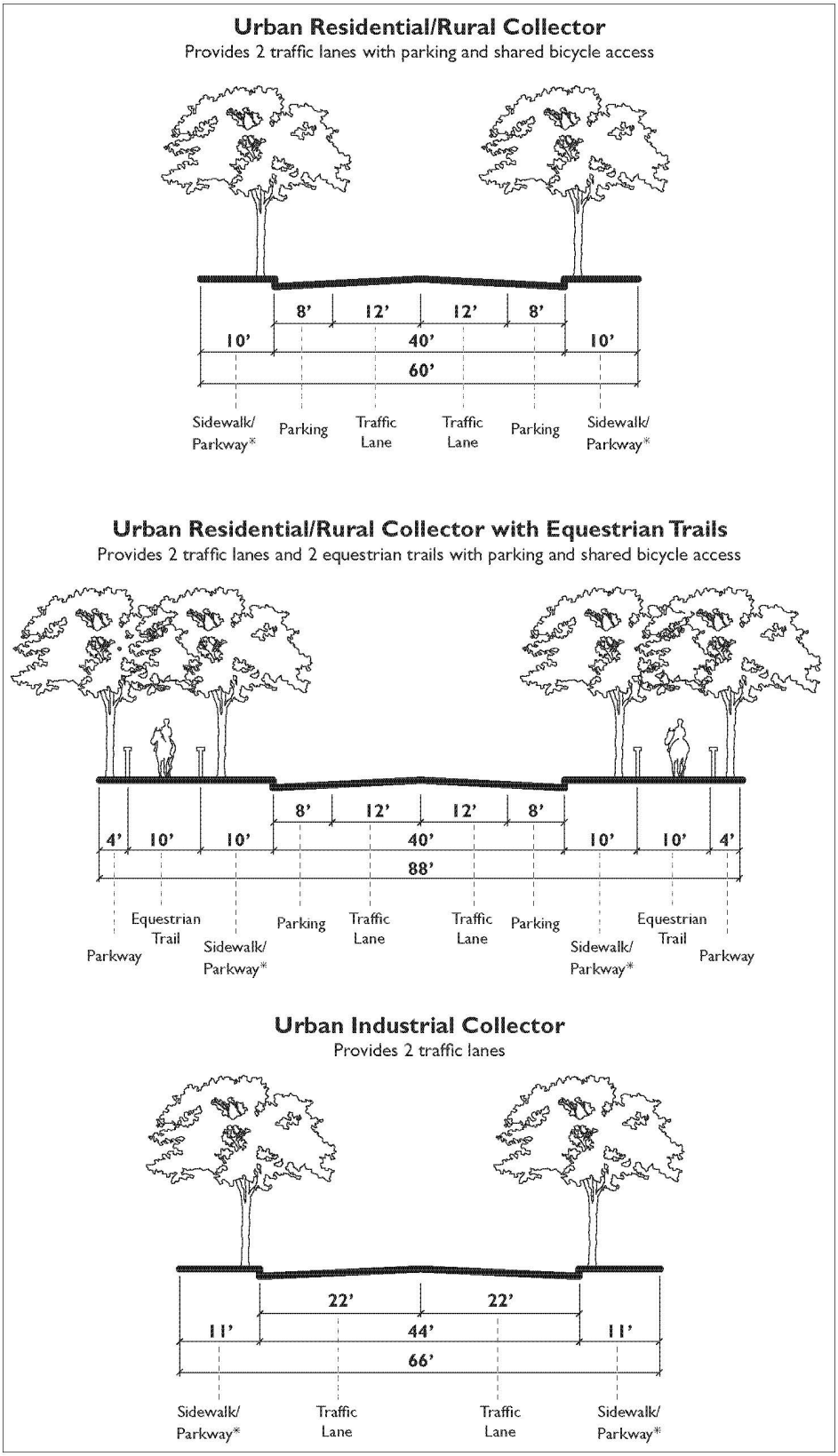


TABLE 3-1: CITY OF CHINO GENERAL PLAN ROADWAY CROSS-SECTION DESCRIPTIONS

TABLE TRA-5B **ULTIMATE BUILDOUT OF EAST-WEST ARTERIAL ROADWAYS** (CONTINUED)

Roadway Segment	No. of Lanes	Total R-O-W*	Curb-to-Curb*	Street Classification	Notes (See Legend)
San Antonio Ave to East City Limits	4	88	64	SA	B
Riverside Drive					
State Route 71 to Pipeline Ave	6	110	90	MA	LM
Pipeline Ave to Ramona Ave	6	110	90	MA	LM
Ramona Ave to Monte Vista Ave	6	110	90	MA	LM
Monte Vista Ave to Central Ave	6	110[e]	90	MA	LM
Central Ave to Benson Ave	6	110	90	MA	LM
Benson Ave to Magnolia Ave	6	110	90	MA	LM
Magnolia Ave to Mountain Ave	6	110	90	MA	LM
Mountain Ave to San Antonio Ave	6	110	90	MA	LM
San Antonio Ave to Fern Ave	6	110	90	MA	LM
Fern Ave to Euclid Ave	6	110	80	PA	
Chino Avenue					
State Route 71 to East End Ave	6	122	102	MA	B
East End Ave to Pipeline Ave	4	100	70	PA	B
Pipeline Ave to Central Ave	4	88[e]	64	SA	B
Central Ave to Mountain Ave	4	88	64	SA	B
Mountain Ave to Cypress Channel	4	88	64	SA	B
Cypress Channel to Euclid Ave	4	88	64	SA	B
Schaefer Avenue					
East End Ave to Rowell Ave	4	100	74	PA	B
Rosewell Ave to Pipeline Ave	4	100	74	PA	B
Pipeline Ave to Ramona Ave	4	100	74	PA	B
Ramona Ave to Monte Vista Ave	4	100	74	PA	B
Monte Vista Ave to Central Ave	4	100	74	PA	B
Central Ave to Benson Ave	6	122	102	MA	B
Benson Ave to Mountain Ave	4	100[a]	74	PA	B, E

An Urban Industrial Collector is identified as having a 66-foot right-of-way and 44-foot curb-to-curb measurement. Urban Industrial Collectors include two lanes of travel. The following study area roadways within the City of Chino are classified as an Urban Industrial Collector:

- Yorba Avenue, south of Chino Avenue
- Norton Avenue, south of Schaefer Avenue

3.3 BICYCLE & PEDESTRIAN FACILITIES

Exhibit 3-4 illustrates the City of Chino future planned bicycle facilities per the City's Bicycle and Pedestrian Master Plan (2016), which shows a planned Class II (striped) bike path along the Schaefer Avenue, with the only unfinished portion located along the Project's frontage. (7) Existing pedestrian facilities within the study area are shown on Exhibit 3-5. As shown on Exhibit 3-5, pedestrian facilities are built out along portions of Yorba Avenue, Schaefer Avenue, Ramona Avenue, and Chino Avenue. Field observations and traffic counts conducted in April 2023 indicate nominal pedestrian and bicycle activity within the study area. It should be noted, the Project is proposed to complete the Class II bike lanes along Scheafer Avenue, in both directions, to connect the existing Class II bike lanes, located at the Project's western boundary and approximately east of the Project's eastern boundary (refer to Exhibit 1-7). The bike lanes will be constructed in compliance with ADA and Chino's Policy on Accessible Pedestrian Facilities. Additionally, all pedestrian facilities impacted by the proposed Project will be constructed in compliance with ADA and Chino's Policy on Accessible Pedestrian Facilities.

3.4 TRANSIT SERVICE

The study area within the City of Chino is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. Based on a review of the existing transit routes within the vicinity of the proposed Project, Route 88 currently runs along Chino Avenue. There is also an existing bus stop for Route 88 located at the intersection of Yorba Avenue and Chino Avenue. Based on the latest May 2023 schedules, bus services along this route operate at a frequency of 60 minutes Monday through Sunday. Route 88 runs between Chino Hills, Chino, Ontario, and Montclair from Grand & City Center to the Montclair Transit Center. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-6.

3.5 TRUCK ROUTES

The City of Chino's truck routes are shown on Exhibit 3-7. Trucks from the Project would be prohibited from utilizing Chino Avenue. Trucks are prohibited on certain City roadways through the Municipal Code through weight restrictions. Truck routes for the proposed Project have been determined based on discussions with City staff. These truck routes serve both the proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.

EXHIBIT 3-4: CITY OF CHINO FUTURE BICYCLE FACILITIES

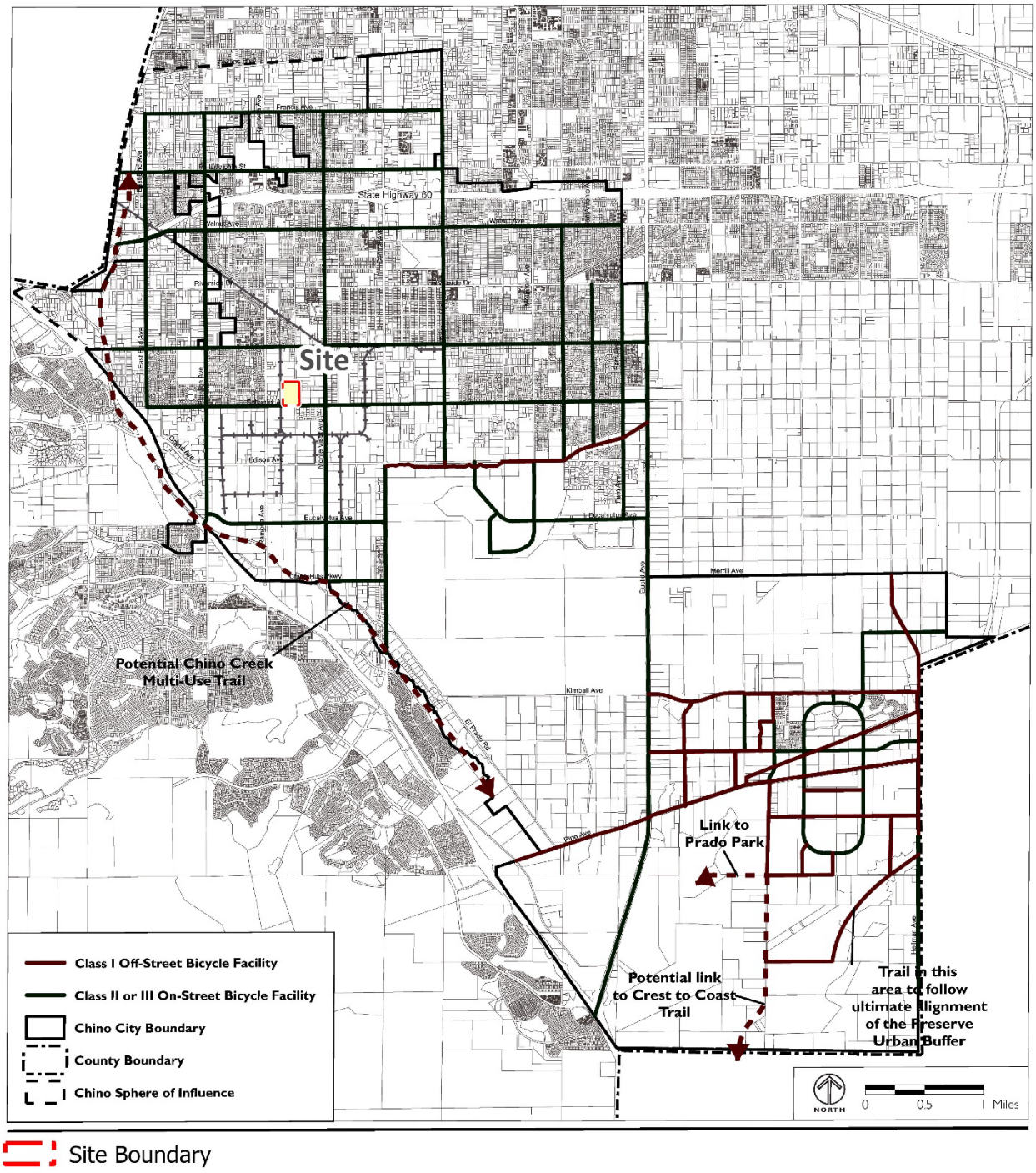


EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES

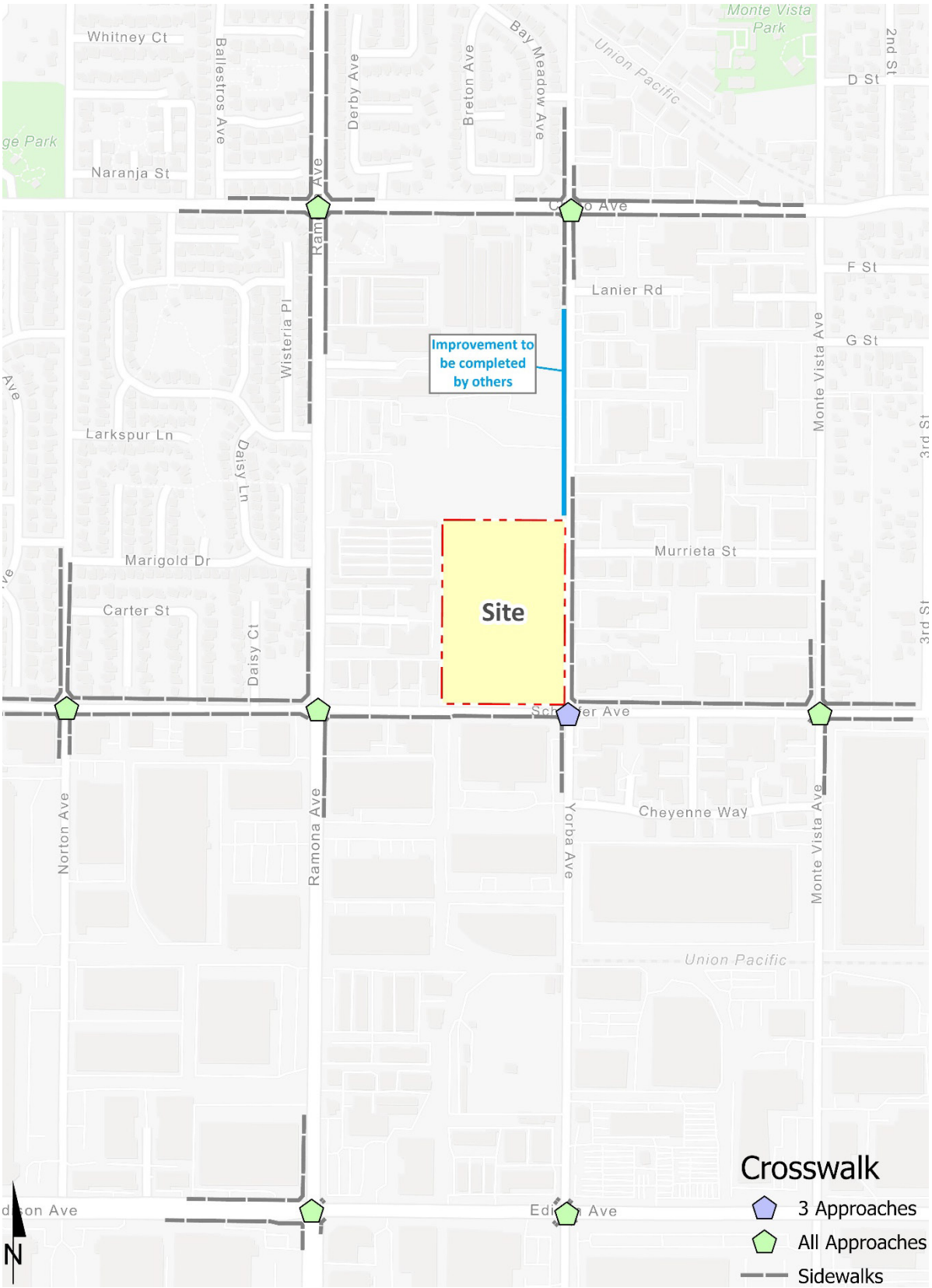


EXHIBIT 3-6: EXISTING TRANSIT ROUTES

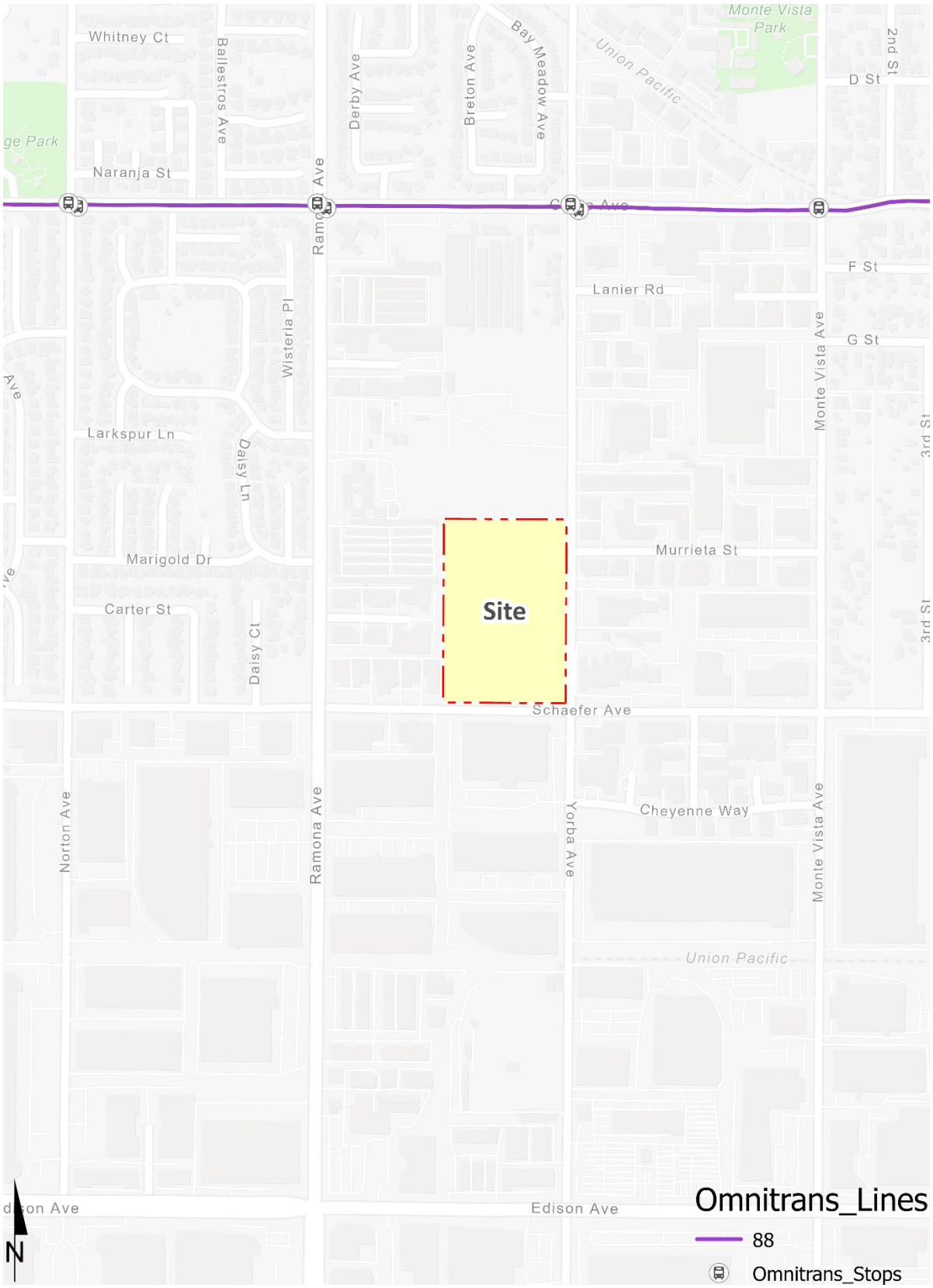
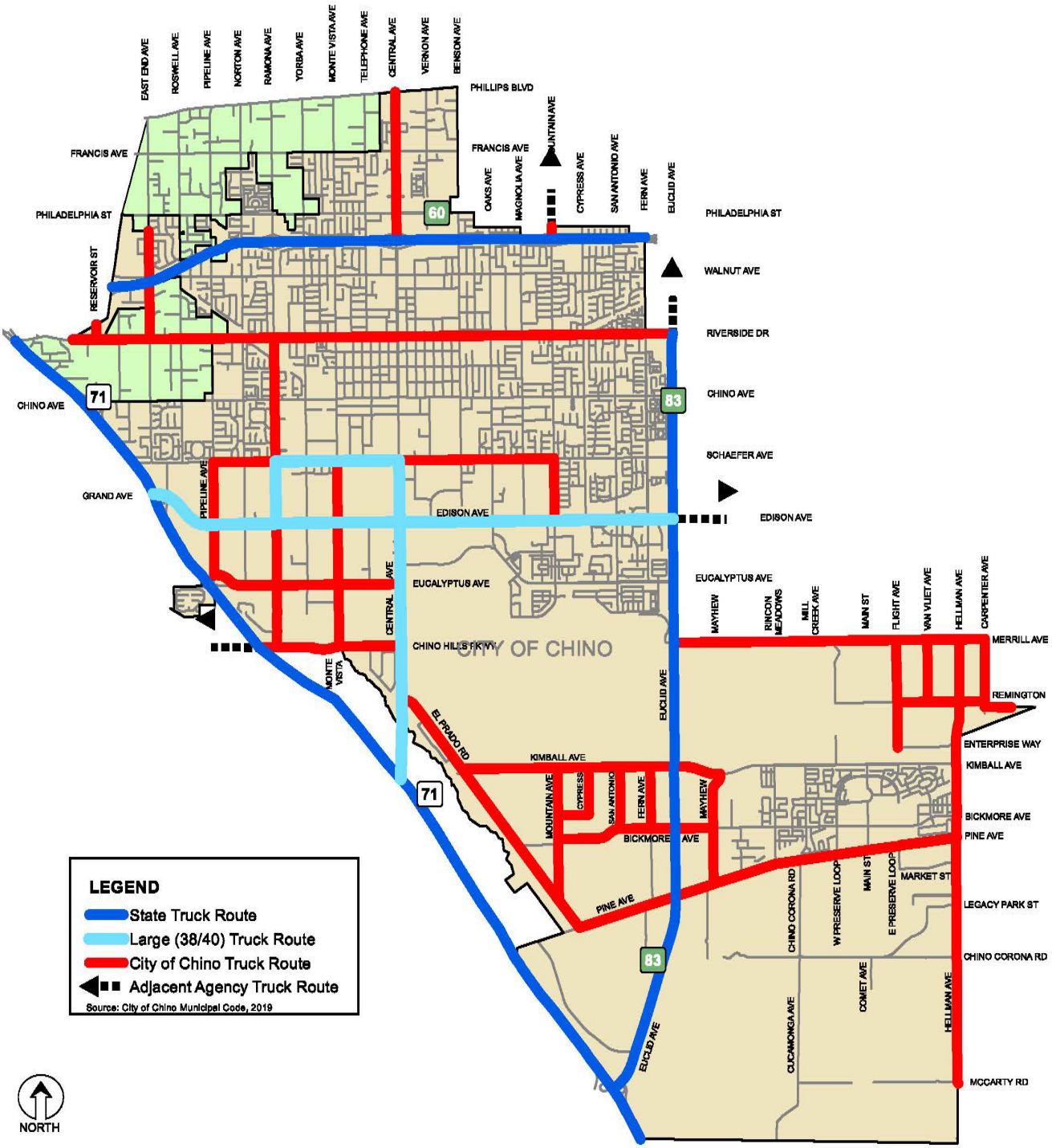


EXHIBIT 3-7: CITY OF CHINO TRUCK ROUTES



3.6 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2023. The following peak hours were selected for analysis:

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

Local schools are back in session with in-person instruction, as such, no additional adjustments were made to the traffic counts for the purpose of establishing the existing baseline. The 2023 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

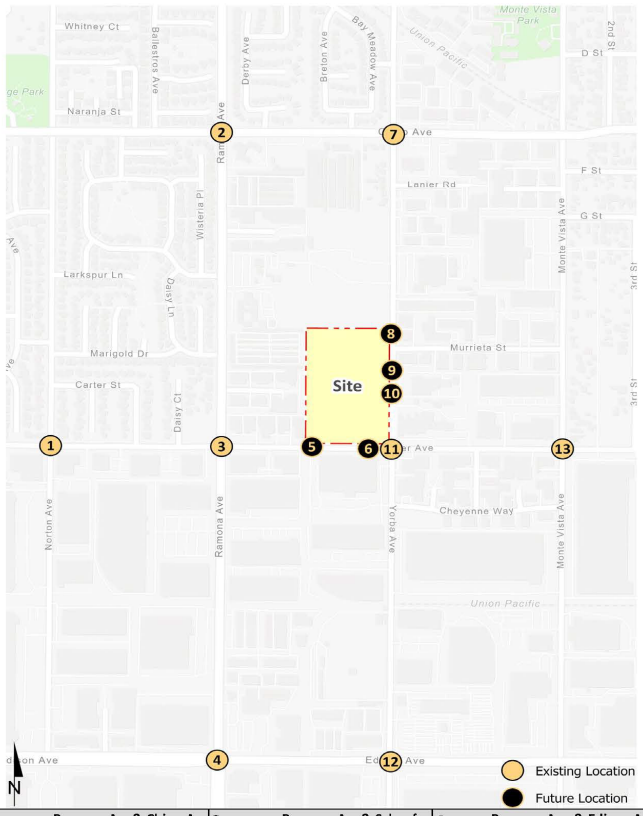
The traffic counts collected in April 2023 include the following vehicle classifications: Passenger Cars, 2-Axle Trucks, 3-Axle Trucks, and 4 or More Axle Trucks. To represent the effects large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into PCE. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the CMP.

Existing weekday ADT volumes, in actual vehicles, are shown on Exhibit 3-8. 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:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 11.55 = 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 8.66 percent. As such, the above equation utilizing a factor of 11.55 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.66 percent (i.e., 1/0.0866 = 11.55) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes, in actual vehicles, are also shown on Exhibit 3-8.

EXHIBIT 3-8: EXISTING (2023) TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Norton Av. & Schaefer Av.

											17,100
1,700	57(19)	36(16)	16(17)	↰	←	↖	12(15)				
				←	↓	↳	667(718)				
				↰	↑	↱	34(2)				
	26(45)	→		↰	↑	↱		5(18)	16(37)	9(31)	1,300
	542(697)	→									
	42(7)	↲									
17,350											

2 Ramona Av. & Chino Av.

											12,550
12,450	116(101)	427(351)	51(29)	↰	←	↖	26(34)				
				←	↓	↳	400(449)				
				↰	↑	↱	72(39)				
	104(94)	→		↰	↑	↱		37(55)	290(471)	79(69)	11,850
	526(546)	→									
	63(39)	↲									
14,850											

3 Ramona Av. & Schaefer Av.

											17,550
11,450	88(71)	351(289)	59(77)	↰	←	↖	65(60)				
				←	↓	↳	603(616)				
				↰	↑	↱	85(74)				
	41(61)	→		↰	↑	↱		28(56)	278(432)	71(98)	11,500
	457(594)	→									
	60(48)	↲									
16,700											

4 Ramona Av. & Edison Av.

											17,950
11,000	60(96)	336(333)	35(16)	↰	←	↖	30(19)				
				←	↓	↳	492(665)				
				↰	↑	↱	34(54)				
	70(125)	→		↰	↑	↱		43(68)	345(363)	46(37)	10,950
	454(765)	→									
	46(92)	↲									
21,100											

5 Driveway 1 & Schaefer Av.

											17,650
				←	↓	↳	749(737)				
	558(790)	→									17,650

6 Driveway 2 & Schaefer Av.

											17,650
				←	↓	↳	749(737)				
	558(790)	→									17,650

7 Yorba Av. & Chino Av.

											11,750
5,650	97(65)	105(82)	31(16)	↰	←	↖	29(37)				
				←	↓	↳	356(388)				
				↰	↑	↱	15(10)				
	83(91)	→		↰	↑	↱		16(80)	48(197)	7(32)	4,950
	468(535)	→									
	71(26)	↲									
13,700											

8 Yorba Av. & Driveway 3

4,500	168(126)										
											4,500
								92(265)	→		

9 Yorba Av. & Driveway 4

											200
4,150	130(135)	2(2)									
				←	↓	↳	2(8)				
				↰	↑	↱	0(5)				
								106(216)	→	2(1)	4,100

10 Yorba Av. & Driveway 5

4,100	130(140)										
								108(217)	→		4,100

11 Yorba Av. & Schaefer Av.

											18,000
4,200	25(37)	79(74)	20(34)	↰	←	↖	29(35)				
				←	↓	↳	716(659)				
				↰	↑	↱	50(20)				
	41(33)	→		↰	↑	↱		8(41)	37(126)	13(68)	3,950
	482(743)	→									
	35(14)	↲									
17,650											

12 Yorba Av. & Edison Av.

											16,300
3,250	28(69)	55(50)	24(13)	↰	←	↖	12(20)				
				←	↓	↳	499(584)				
				↰	↑	↱	43(22)				
	35(52)	→		↰	↑	↱		10(47)	25(79)	15(43)	2,950
	436(731)	→									
	58(14)	↲									
17,300											

13 Monte Vista Av. & Schaefer Av.

											19,400
7,150	48(46)	150(171)	38(66)	↰	←	↖	37(27)				
				←	↓	↳	736(636)				
				↰	↑	↱	76(52)				
	37(53)	→		↰	↑	↱		10(31)	144(255)	48(122)	7,450
	441(775)	→									
	33(13)	↲									
17,950											

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

3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-2, which indicates that all existing study area intersections are currently operating at acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-2: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM
1	Norton Av. & Schaefer Av.	TS	9.6	9.3	A	A
2	Ramona Av. & Chino Av.	TS	24.0	19.4	C	B
3	Ramona Av. & Schaefer Av.	TS	20.8	22.7	C	C
4	Ramona Av. & Edison Av.	TS	20.5	23.0	C	C
5	Driveway 1 & Schaefer Av.		Future Intersection			
6	Driveway 2 & Schaefer Av.		Future Intersection			
7	Yorba Av. & Chino Av.	TS	7.6	8.7	A	A
8	Yorba Av. & Driveway 3		Future Intersection			
9	Yorba Av. & Driveway 4	CSS	8.9	10.6	A	B
10	Yorba Av. & Driveway 5		Future Intersection			
11	Yorba Av. & Schaefer Av.	TS	6.2	8.0	A	A
12	Yorba Av. & Edison Av.	TS	20.3	23.8	C	C
13	Monte Vista Av. & Schaefer Av.	TS	8.1	10.1	A	B

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

2 TS = Traffic Signal; CSS = Cross-street Stop

3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are currently no study area intersections that meet a traffic signal warrant. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.9 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the City's General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 3-3 provides a summary of the Existing (2023) traffic conditions roadway segment capacity analysis. As shown in Table 3-2, all study area roadway segments are currently operating at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 3-3: ROADWAY SEGMENT CAPACITY ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	Existing (2023) Vol	V/C[2]	LOS[3]
1	Schaefer Avenue	West of Yorba Avenue	4D	30,000	17,658	0.589	A
2	Yorba Avenue	North of Schaefer Avenue	2U	13,000	4,179	0.321	A

[1] These maximum roadway capacities are based on the City's General Plan.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

3.10 NEAR-TERM DEFICIENCIES AND IMPROVEMENTS

All study area intersections and roadway segments currently operate at an acceptable LOS during the AM and PM peak hours under Existing (2023) traffic conditions. As such, no improvements have been identified for Existing (2023) traffic conditions.

4 PROJECTED FUTURE TRAFFIC

The Project is currently proposed to consist of the development of a single 298,839 square foot warehouse building. The Project was previously evaluated assuming 42,710 square feet of general light industrial use and 242,020 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 284,730 square feet). The Project trip generation evaluated for the purposes of this TA is based on 44,826 square feet of general light industrial use and 254,013 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 298,839 square feet).

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) have been utilized. (3) Trip generation rates for the proposed uses are summarized in Table 4-1. PCE factors were applied to the trip generation rates to convert trips made by heavy trucks (large 2-4+-axles trucks) to PCE values.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
General Light Industrial[3]	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars (AM=98.6%, PM=98.5%, Daily=94.9%)			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (AM=0.23%, PM=0.25%, Daily=0.85%)			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks (AM=0.29%, PM=0.31%, Daily=1.05%)			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks (AM=0.88%, PM=0.94%, Daily=3.20%)			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE):									
General Light Industrial[3]	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 1.5)			0.002	0.001	0.003	0.002	0.001	0.003	0.063
3-Axle Trucks (PCE = 2.0)			0.002	0.002	0.004	0.002	0.002	0.004	0.104
4+-Axle Trucks (PCE = 3.0)			0.012	0.007	0.019	0.009	0.010	0.019	0.470
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).
[2] TSF = thousand square feet
[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

4.1.1 APPROVED TRAFFIC ANALYSIS

The approved traffic study evaluated a total of 284,730 square feet of warehousing use. A summary of the proposed Project trip generation is shown on Table 4-2 for actual vehicles. As shown on Table 4-2, the Project was anticipated to generate 626 actual two-way trips per day with 72 AM peak hour trips and 71 PM peak hour trips, in actual vehicles. As shown on Table 4-3, the Project was anticipated to generate 866 two-way PCE trips per day with 81 PCE AM peak hour trips and 82 PCE PM peak hour trips.

4.1.2 CURRENTLY PROPOSED PROJECT

The Project is currently proposed to consist of the development of a single 298,839 square foot warehouse building (or a net increase of 14,109 square feet). The Project trip generation evaluated for the purposes of this TA is based on 44,826 square feet of general light industrial use and 254,013 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 298,839 square feet). A summary of the proposed Project trip generation is also shown on Table 4-4 for actual vehicles. As shown on Table 4-4, the proposed Project is anticipated to generate 656 actual two-way trips per day with 77 AM peak hour trips and 76 PM peak hour trips. This results in a net increase of 30 two-way trips per day with 5 additional AM and PM peak hour trips. As shown on Table 4-5, the Project is anticipated to generate 910 two-way PCE trips per day with 85 PCE AM peak hour trips and 88 PCE PM peak hour trips. The peak hour intersection operations analysis is based on 4 fewer PCE AM peak hour trips and 6 fewer PCE PM peak hour trips.

TABLE 4-2: TRAFFIC STUDY TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:									
General Light Industrial (15%)	42.710	TSF							
Passenger Cars:			28	4	32	4	24	28	198
2-axle Trucks:			0	0	0	0	0	0	2
3-axle Trucks:			0	0	0	0	0	0	2
4+-axle Trucks:			0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	12
Total Trips (Actual Vehicles)[2]			28	4	32	4	24	28	210
Warehousing (85%)	242.020	TSF							
Passenger Cars:			29	7	36	8	28	36	270
2-axle Trucks:			0	0	0	1	0	1	24
3-axle Trucks:			0	1	1	1	1	2	30
4+-axle Trucks:			2	1	3	2	2	4	92
Total Truck Trips (Actual Vehicles):			2	2	4	4	3	7	146
Total Trips (Actual Vehicles)[2]			31	9	40	12	31	43	416
Passenger Cars			57	11	68	12	52	64	468
Trucks			2	2	4	4	3	7	158
Total Trips (Actual Vehicles)[2]			**59**	**13**	**72**	**16**	**55**	**71**	**626**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 4-3: TRAFFIC STUDY TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
General Light Industrial (15%)	42.710	TSF							
Passenger Cars:			28	4	32	4	24	28	198
2-axle Trucks:			0	0	0	0	0	0	4
3-axle Trucks:			0	0	0	0	0	0	4
4+-axle Trucks:			1	0	1	0	0	0	20
Total Truck Trips (PCE):			1	0	1	0	0	0	28
Total Trips (PCE)[2]			29	4	33	4	24	28	226
Warehousing (85%)	242.020	TSF							
Passenger Cars:			29	7	36	8	28	36	270
2-axle Trucks:			1	0	1	1	1	2	36
3-axle Trucks:			1	1	2	1	2	3	60
4+-axle Trucks:			5	4	9	7	6	13	274
Total Truck Trips (PCE):			7	5	12	9	9	18	370
Total Trips (PCE)[2]			36	12	48	17	37	54	640
Passenger Cars			57	11	68	12	52	64	468
Trucks			8	5	13	9	9	18	398
Total Trips (PCE)[2]			**65**	**16**	**81**	**21**	**61**	**82**	**866**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

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

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
General Light Industrial (15%)	44.826	TSF							
Passenger Cars:			29	4	33	4	25	29	208
2-axle Trucks:			0	0	0	0	0	0	2
3-axle Trucks:			0	0	0	0	0	0	2
4+-axle Trucks:			0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	12
Total Trips (Actual Vehicles)[2]			29	4	33	4	25	29	220
Warehousing (85%)	254.013	TSF							
Passenger Cars:			30	8	38	9	29	38	282
2-axle Trucks:			1	0	1	1	1	2	26
3-axle Trucks:			1	1	2	1	1	2	32
4+-axle Trucks:			2	1	3	3	2	5	96
Total Truck Trips (Actual Vehicles):			4	2	6	5	4	9	154
Total Trips (Actual Vehicles)[2]			34	10	44	14	33	47	436
Passenger Cars			59	12	71	13	54	67	490
Trucks			4	2	6	5	4	9	166
Total Trips (Actual Vehicles)[2]			**63**	**14**	**77**	**18**	**58**	**76**	**656**
Proposed Project vs. TIA Analysis (Actual Vehicles)[2]			**4**	**1**	**5**	**2**	**3**	**5**	**30**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

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

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
General Light Industrial (15%)	44.826	TSF							
Passenger Cars:			29	4	33	4	25	29	208
2-axle Trucks:			0	0	0	0	0	0	4
3-axle Trucks:			0	0	0	0	0	0	6
4+-axle Trucks:			1	0	1	0	0	0	22
Total Truck Trips (PCE):			1	0	1	0	0	0	32
Total Trips (PCE)[2]			30	4	34	4	25	29	240
Warehousing (85%)	254.013	TSF							
Passenger Cars:			30	8	38	9	29	38	282
2-axle Trucks:			1	1	2	1	1	2	38
3-axle Trucks:			1	1	2	2	2	4	64
4+-axle Trucks:			5	4	9	8	7	15	286
Total Truck Trips (PCE):			7	6	13	11	10	21	388
Total Trips (PCE)[2]			37	14	51	20	39	59	670
Passenger Cars			59	12	71	13	54	67	490
Trucks			8	6	14	11	10	21	420
Total Trips (PCE)[2]			**67**	**18**	**85**	**24**	**64**	**88**	**910**
Proposed Project vs. TIA Analysis (PCE)[2]			**2**	**2**	**4**	**3**	**3**	**6**	**44**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

4.2 PROJECT TRIP DISTRIBUTION

Vehicular access will be provided via two driveways on Schaefer Avenue and three driveways on Yorba Avenue. All driveways are proposed to allow for full access (e.g., no turn restrictions), with the exception of Driveway 3 on Yorba Avenue which would be restricted to right-out/left-in access only. Regional access to the Project site is accommodated from the SR-71 Freeway via Chino Avenue, Edison Avenue, and Ramona Avenue, and the SR-60 Freeway via Ramona Avenue.

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. Truck distribution patterns are based on truck routes, the site's proximity to the regional freeway system and likely distribution of traffic if a future tenant is known. Passenger car distribution patterns are based on existing and planned land uses in the area along with the planned circulation system. Exhibit 4-1 illustrates the truck trip distribution patterns for the Project and Exhibit 4-2 illustrates the passenger car trip distribution patterns. Each of these distribution patterns is part of the TA scoping process (see Appendix 1.1).

EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION

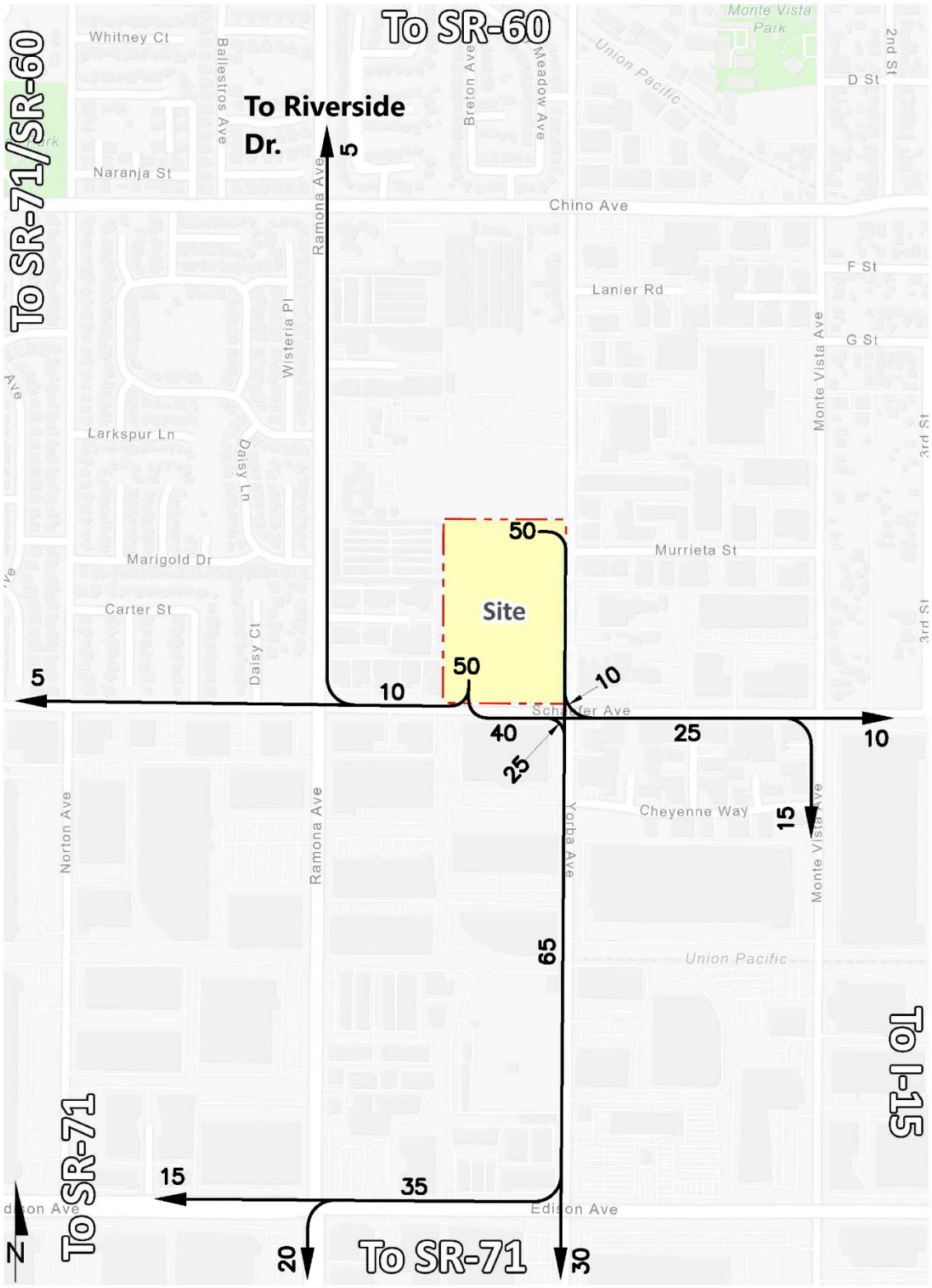
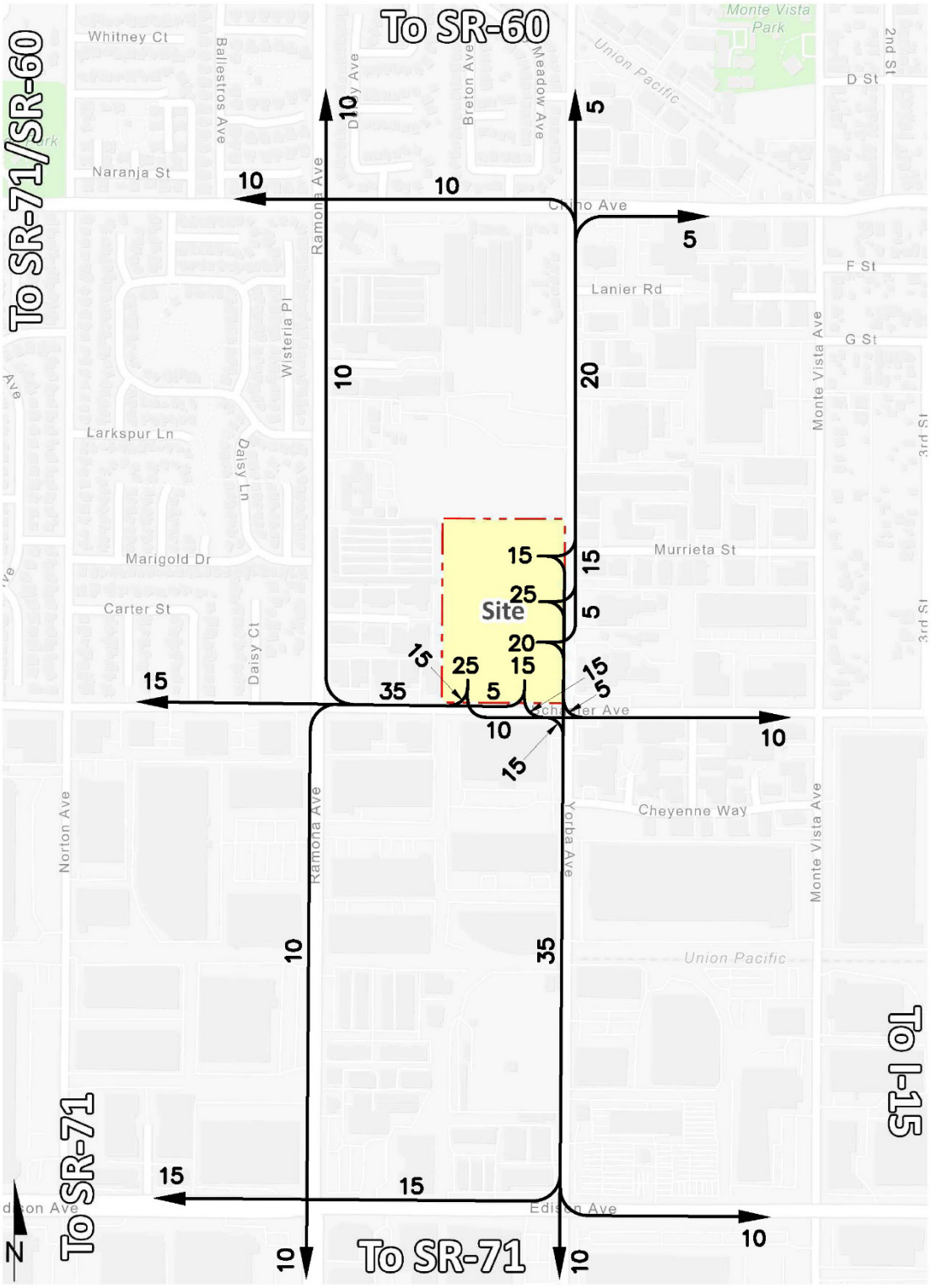


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



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 updated Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes, in actual vehicles and PCE, are shown on Exhibits 4-3 and 4-4, respectively.

4.5 BACKGROUND TRAFFIC

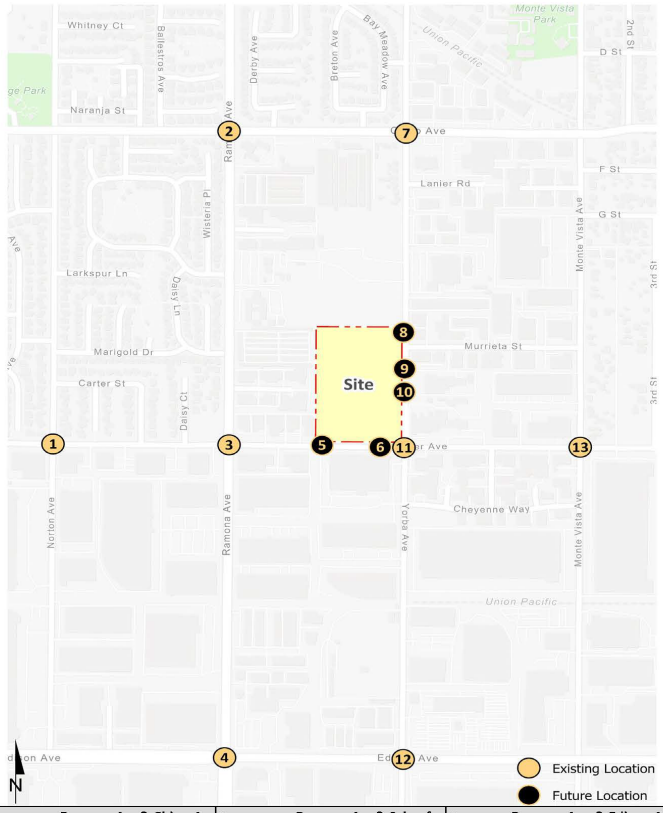
4.5.1 OPENING YEAR CUMULATIVE CONDITIONS

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 have been added to daily and peak hour traffic volumes on surrounding roadways. Opening Year Cumulative (2026) traffic volumes are provided in Section 6 of this TA. The traffic generated by the proposed Project was then manually added to the base volume to determine Opening Year Cumulative "With Project" forecasts.

4.5.2 HORIZON YEAR (2045) CONDITIONS

The adopted Southern California Association of Governments (SCAG) Connect SoCal: Demographics and Growth Forecast (adopted September 3, 2020) growth forecasts for the City of Chino identifies projected growth in population of 86,900 in 2016 to 121,300 in 2045, or a 39.59% increase over the 29-year period (8) The change in population equates to roughly a 1.16% growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 42.67%, or a 1.23% annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 13.89%, or a 0.45% annual growth rate. Therefore, the annual growth rate utilized for the purposes of this analysis would appear to conservatively approximate the anticipated regional growth in traffic volumes in the City of Chino for Opening Year Cumulative and Horizon Year (2045) traffic conditions, especially when considered along with the addition of project-related traffic, which would tend to overstate as opposed to understate the potential impacts to traffic and circulation.

EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Norton Av. & Schaefer Av.

		100
		← 2(8)
9(2) →		
100		

2 Ramona Av. & Chino Av.

Nominal		Nominal
6(1) ↓		← 1(5)
6(1) →		1(5) ↑
Nominal		Nominal

3 Ramona Av. & Schaefer Av.

Nominal		200
6(1) ↳		↱ 1(5)
		← 2(8)
		↰ 1(5)
9(2) →		6(1) ↱
100		Nominal

4 Ramona Av. & Edison Av.

Nominal		150
1(5) ↓		← 2(8)
		↰ 0(1)
9(2) →		6(1) ↑ 0(1) ↱
100		100

5 Driveway 1 & Schaefer Av.

200		200
2(8) ↲	2(6) ↳	↱ 6(3)
		← 2(10)
9(2) ↳		
11(2) →		
200		

6 Driveway 2 & Schaefer Av.

Nominal		250
1(3) ↲	1(5) ↳	↱ 6(1)
		← 8(11)
3(1) ↳		
10(8) →		
200		

7 Yorba Av. & Chino Av.

3(1) ↓		↰ 3(1)
6(1) ↴		1(5) ↰ 1(3) ↑ 1(3) ↱
Nominal		100

8 Yorba Av. & Driveway 3

100		
3(1) ↲	9(2) ↓	
1(3) ↳		7(3) ↰ 2(8) ↑
2(7) ↲		
150		200

9 Yorba Av. & Driveway 4

200		
6(1) ↲	5(7) ↓	
1(5) ↳		9(2) ↰ 7(6) ↑
2(8) ↲		
100		200

10 Yorba Av. & Driveway 5

200		
3(1) ↲	4(15) ↓	
1(3) ↳		9(2) ↰ 15(5) ↑
2(8) ↲		
100		250

11 Yorba Av. & Schaefer Av.

250		100
2(8) ↲	3(12) ↓ 1(3) ↳	↱ 3(1)
		← 3(1)
9(2) ↳		
1(3) →		9(3) ↰ 12(4) ↑
2(9) ↲		
250		250

12 Yorba Av. & Edison Av.

250		Nominal
2(9) ↲	2(6) ↓ 1(5) ↳	↱ 6(1)
9(3) ↳		
		6(2) ↑
150		100

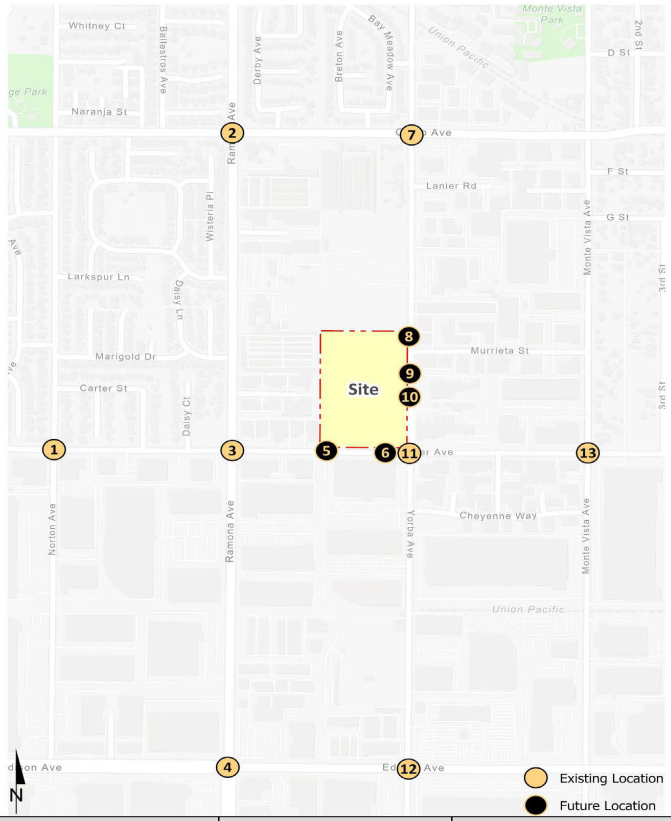
13 Monte Vista Av. & Schaefer Av.

		Nominal
		← 6(2)
1(6) →		0(1) ↰
100		

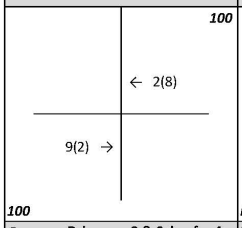
##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

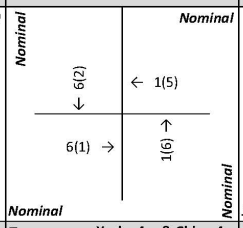
EXHIBIT 4-4: PROJECT ONLY TRAFFIC VOLUMES (PCE)



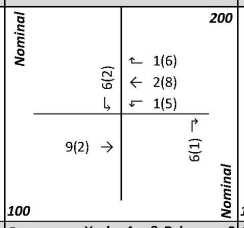
1 Norton Av. & Schaefer Av.



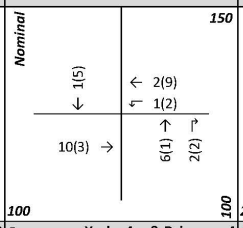
2 Ramona Av. & Chino Av.



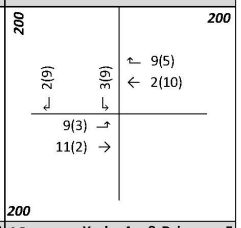
3 Ramona Av. & Schaefer Av.



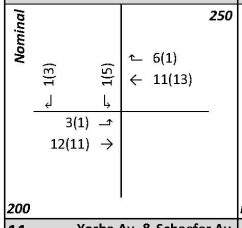
4 Ramona Av. & Edison Av.



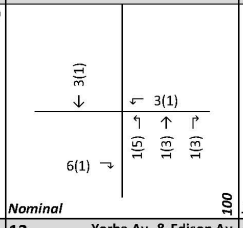
5 Driveway 1 & Schaefer Av.



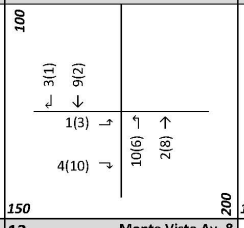
6 Driveway 2 & Schaefer Av.



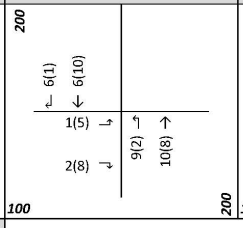
7 Yorba Av. & Chino Av.



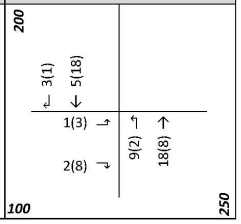
8 Yorba Av. & Driveway 3



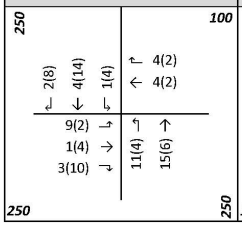
9 Yorba Av. & Driveway 4



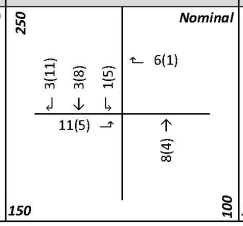
10 Yorba Av. & Driveway 5



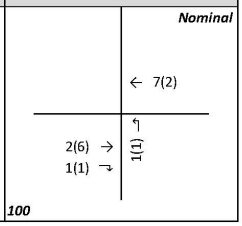
11 Yorba Av. & Schaefer Av.



12 Yorba Av. & Edison Av.



13 Monte Vista Av. & Schaefer Av.



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

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Chino. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-5 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-6. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects on Table 4-6 is reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative ADT and peak hour intersection turning movement volumes, in actual vehicles, are shown on Exhibit 4-6.

4.7 HORIZON YEAR (2045) VOLUME DEVELOPMENT

Traffic projections for Horizon Year (2045) without Project conditions were derived from the SBTAM using accepted procedures for model forecast refinement and smoothing for study area intersections located within the County of San Bernardino. The traffic forecasts reflect the area-wide growth anticipated between Existing (2023) conditions and Horizon Year (2040) traffic conditions. An additional 2% per year growth rate has been utilized to reflect 2045 conditions from the 2040 SBTAM output. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2045) peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in April 2023. The SBTAM has a base (validation) year of 2016 and a horizon (future forecast) year of 2040. The difference in model volumes (2040-2016) defines the growth in traffic over the 24-year period.

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

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

TABLE 4-6: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Project/Location	Land Use	Quantity	Units[1]
City of Chino				
C1	4416 Riverside Drive	Fast-Food Restaurant with Drive-Thru	4.925	TSF
C2	PL18-0057	Assisted Living Facility	110.02	TSF
C3	NWC Eucalyptus Avenue and Central Avenue	General Light Industrial	49.592	TSF
C4	15022 La Palma	General Light Industrial	15.460	TSF
C5	East End and County Industrial	High-Cube Fulfillment Center Warehouse	212.251	TSF
		Industrial Park	55.534	TSF
C6	13404 Yorba Avenue 13461 Ramona Avenue	General Light Industrial	325.300	TSF
		Office Building	59.798	TSF
C7	5319 Anderson Street	Office Building	16.000	TSF
C8	6132 Riverside Drive	Retail Building	6.435	TSF
		Drive-Thru Car Wash	3.605	TSF
		Drive-Thru Restaurant	2.312	TSF
C9	The Campus at College Park	Church	27.000	TSF
		General Office	16.969	TSF
		Commercial Retail	17.785	TSF
		High Turnover (Sit-Down) Restaurant	15.876	TSF
C10	Chino Creek Apartments	Apartments	298	DU
City of Chino Hills				
CH1	The Common at Chino Hills - Farou Foods Restaurant	Restaurant	6.000	TSF
CH2	GoStoreIt Self-Storage	Self-Storage	106.315	TSF
CH3	Rancho Cielito	Multifamily Housing (Low-Rise)	166	DU
		Multifamily Housing (Mid-Rise)	188	DU
CH4	Reserve at Chino Hills Apartment Complex	Apartments	42	DU

[1] TSF = Thousand Square Feet; DU = Dwelling Unit

EXHIBIT 4-5: CUMULATIVE DEVELOPMENT LOCATION MAP

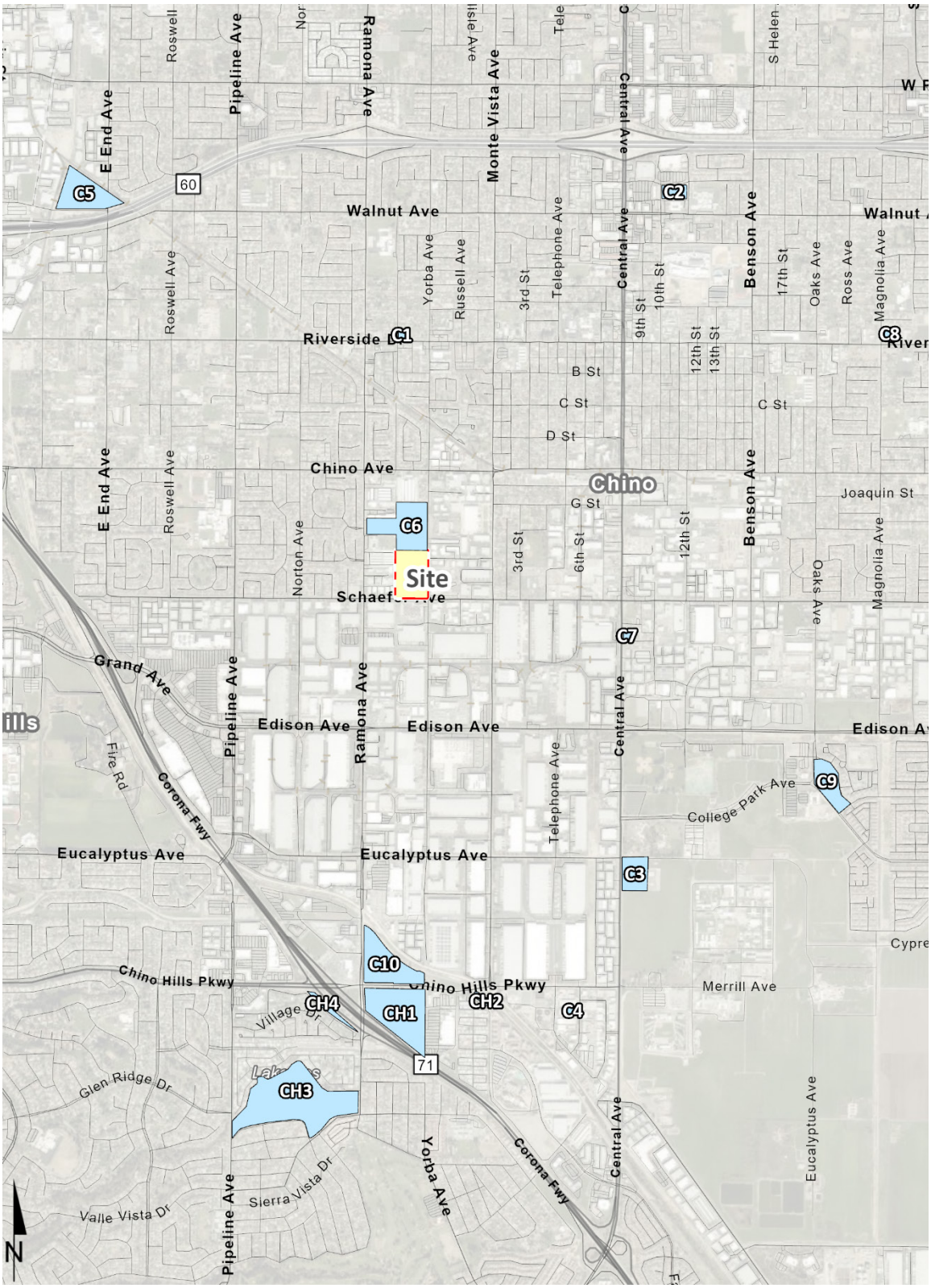
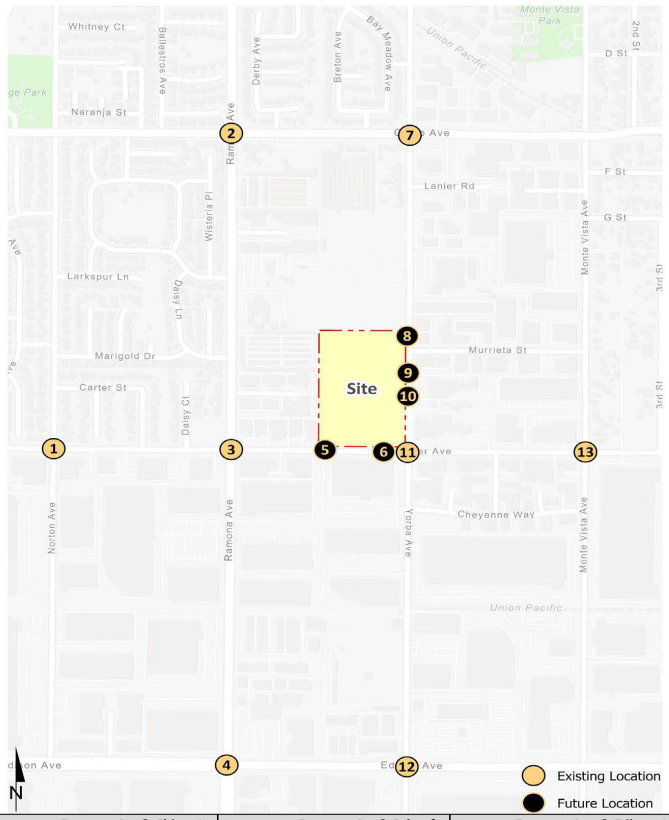
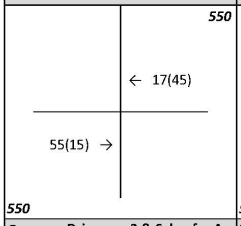


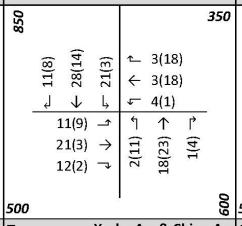
EXHIBIT 4-6: CUMULATIVE ONLY TRAFFIC VOLUMES (ACTUAL VEHICLES)



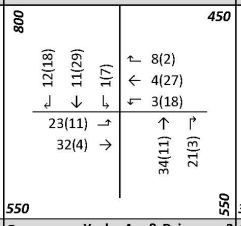
1 Norton Av. & Schaefer Av.



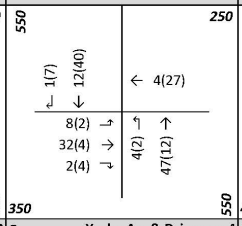
2 Ramona Av. & Chino Av.



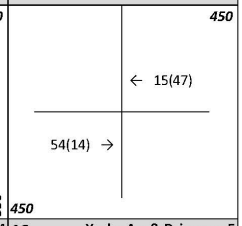
3 Ramona Av. & Schaefer Av.



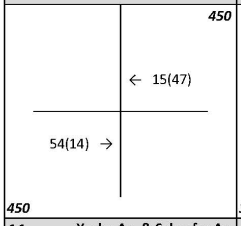
4 Ramona Av. & Edison Av.



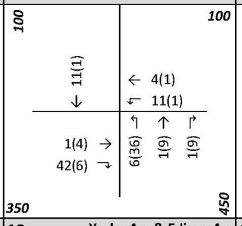
5 Driveway 1 & Schaefer Av.



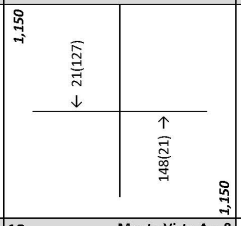
6 Driveway 2 & Schaefer Av.



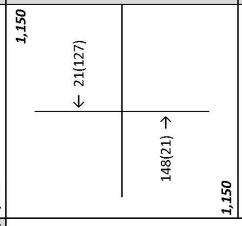
7 Yorba Av. & Chino Av.



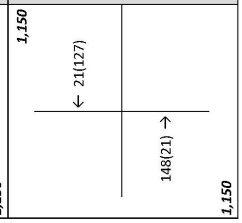
8 Yorba Av. & Driveway 3



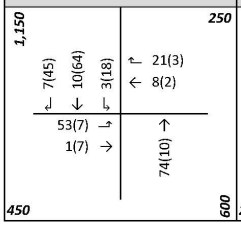
9 Yorba Av. & Driveway 4



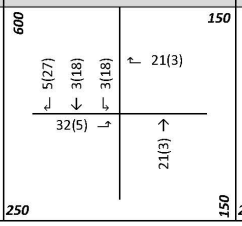
10 Yorba Av. & Driveway 5



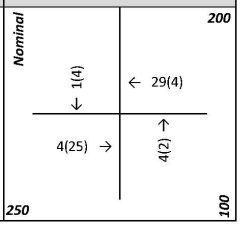
11 Yorba Av. & Schaefer Av.



12 Yorba Av. & Edison Av.



13 Monte Vista Av. & Schaefer Av.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or Opening Year Cumulative traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year (2045) forecasts. Horizon Year (2045) turning volumes were compared to Opening Year Cumulative (2026) volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between Opening Year Cumulative (2026) and Horizon Year (2045) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2023) and Opening Year Cumulative (2026) conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2045) peak hour forecasts.

The future Horizon Year (2045) Without Project peak hour turning movements were then reviewed by Urban Crossroads, Inc. for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two adjacent driveway locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis. Post processing has been performed for the weekday AM and PM peak hours only as these are the only time periods where traffic model data was readily available. Project traffic was then added for all With Project traffic conditions. Post processing worksheets are included in Appendix 4.1.

5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for E+P conditions and the resulting intersection operations and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

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

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

5.2 E+P TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus Project traffic. The weekday ADT and weekday peak hour intersection turning movement volumes which can be expected for E+P traffic conditions are shown on Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized on Table 5-1 for E+P traffic conditions, which indicate that all of the study area intersections are anticipated to continue to operate at an acceptable LOS under E+P traffic conditions, consistent with Existing (2023) traffic conditions. The intersection operations analysis worksheets for E+P traffic conditions are included in Appendix 5.1 of this TA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

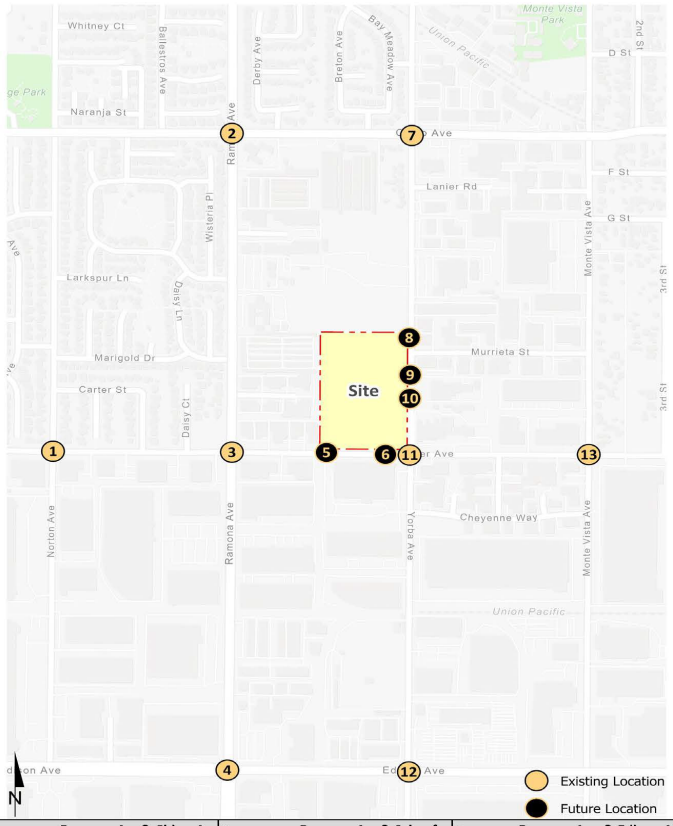
The traffic signal warrant analysis for E+P traffic conditions is based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. No study area intersections are anticipated to meet either peak hour volume or ADT volume-based warrants with the addition of Project traffic (see Appendix 5.2).

5.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the City's General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 5-2 provides a summary of the E+P traffic conditions roadway segment capacity analysis. As shown in Table 5-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Norton Av. & Schaefer Av.

1,700		17,150
57(19) ↲ 36(16) ↓ 16(17) ↳	↰ 12(15)	
	← 669(726)	
	↖ 34(2)	
26(45) ↳	↰ ↑ ↗	
551(699) →	5(18) 16(37) 9(31)	
42(7) ↴	↱	
17,450		1,300

2 Ramona Av. & Chino Av.

12,550		12,600
116(101) ↲ 433(352) ↓ 51(29) ↳	↰ 26(34)	
	← 401(454)	
	↖ 72(39)	
104(94) ↳	↰ ↑ ↗	
532(547) →	37(55) 291(476) 79(69)	
63(39) ↴	↱	
14,900		11,900

3 Ramona Av. & Schaefer Av.

11,500		17,700
88(71) ↲ 351(289) ↓ 65(78) ↳	↰ 66(65)	
	← 605(624)	
	↖ 86(79)	
41(61) ↳	↰ ↑ ↗	
466(596) →	28(56) 278(432) 77(99)	
60(48) ↴	↱	
16,800		11,550

4 Ramona Av. & Edison Av.

11,050		18,100
60(96) ↲ 337(338) ↓ 35(16) ↳	↰ 30(19)	
	← 494(673)	
	↖ 34(55)	
70(125) ↳	↰ ↑ ↗	
463(767) →	43(68) 351(364) 46(38)	
46(92) ↴	↱	
21,200		11,000

5 Driveway 1 & Schaefer Av.

200		17,850
2(8) ↲ 2(6) ↳	↰ 6(3)	
	← 751(747)	
9(2) ↳		
569(792) →		
17,800		

6 Driveway 2 & Schaefer Av.

Nominal		17,850
1(3) ↲ 1(5) ↳	↰ 6(1)	
	← 757(748)	
3(1) ↳		
568(798) →		
17,850		

7 Yorba Av. & Chino Av.

5,650		11,800
97(65) ↲ 108(83) ↓ 31(16) ↳	↰ 29(37)	
	← 356(388)	
	↖ 18(11)	
83(91) ↳	↰ ↑ ↗	
468(535) →	17(85) 49(200) 8(35)	
77(27) ↴	↱	
13,750		5,050

8 Yorba Av. & Driveway 3

4,600		
3(1) ↲ 177(128) ↓		
1(3) ↳	↰ ↑ ↗	
2(7) ↴	7(3) 94(273)	
150		4,700

9 Yorba Av. & Driveway 4

4,350		200
6(1) ↲ 135(142) ↓ 2(2) ↳	↰ 2(8)	
	← 0(5)	
1(5) ↳	↰ ↑ ↗	
2(8) ↴	9(2) 113(222) 2(1)	
100		4,350

10 Yorba Av. & Driveway 5

4,350		
3(1) ↲ 134(155) ↓		
1(3) ↳	↰ ↑ ↗	
2(8) ↴	9(2) 123(222)	
100		4,400

11 Yorba Av. & Schaefer Av.

4,450		18,100
27(45) ↲ 82(86) ↓ 21(37) ↳	↰ 32(36)	
	← 719(660)	
	↖ 50(20)	
50(35) ↳	↰ ↑ ↗	
483(746) →	17(44) 49(130) 13(68)	
37(23) ↴	↱	
17,900		4,250

12 Yorba Av. & Edison Av.

3,550		16,350
30(78) ↲ 57(56) ↓ 25(18) ↳	↰ 18(21)	
	← 499(584)	
	↖ 43(22)	
44(55) ↳	↰ ↑ ↗	
436(731) →	10(47) 31(81) 15(43)	
58(14) ↴	↱	
17,400		3,050

13 Monte Vista Av. & Schaefer Av.

7,150		19,450
48(46) ↲ 150(171) ↓ 38(66) ↳	↰ 37(27)	
	← 742(638)	
	↖ 76(52)	
37(53) ↳	↰ ↑ ↗	
442(781) →	10(32) 144(255) 48(122)	
33(13) ↴	↱	
18,050		7,450

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

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

#	Intersection	Traffic Control[2]	Existing (2023) Delay[1] (secs.) AM	Existing (2023) Delay[1] (secs.) PM	Existing (2023) Level of Service AM	Existing (2023) Level of Service PM	E+P Delay[1] (secs.) AM	E+P Delay[1] (secs.) PM	E+P Level of Service AM	E+P Level of Service PM
1	Norton Av. & Schaefer Av.	TS	9.6	9.3	A	A	9.6	9.3	A	A
2	Ramona Av. & Chino Av.	TS	24.0	19.4	C	B	24.2	19.4	C	B
3	Ramona Av. & Schaefer Av.	TS	20.8	22.7	C	C	20.9	23.0	C	C
4	Ramona Av. & Edison Av.	TS	20.5	23.0	C	C	20.5	23.2	C	C
5	Driveway 1 & Schaefer Av.	**CSS**	Future Intersection				15.1	15.0	C	C
6	Driveway 2 & Schaefer Av.	**CSS**	Future Intersection				14.4	15.5	B	C
7	Yorba Av. & Chino Av.	TS	7.6	8.7	A	A	7.7	8.9	A	A
8	Yorba Av. & Driveway 3	**CSS**	Future Intersection				9.6	9.6	A	A
9	Yorba Av. & Driveway 4	**CSS**	8.9	10.6	A	B	9.6	11.1	A	B
10	Yorba Av. & Driveway 5	**CSS**	Future Intersection				9.5	9.7	A	A
11	Yorba Av. & Schaefer Av.	TS	6.2	8.0	A	A	6.6	8.4	A	A
12	Yorba Av. & Edison Av.	TS	20.3	23.8	C	C	20.9	24.6	C	C
13	Monte Vista Av. & Schaefer Av.	TS	8.1	10.1	A	B	8.1	10.1	A	B

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

[2] TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

TABLE 5-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR E+P CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	Existing (2023) Vol	Existing (2023) V/C[2]	Existing (2023) LOS[3]	E+P Vol	E+P V/C[2]	E+P LOS[3]
1	Schaefer Avenue	West of Yorba Avenue	4D	30,000	17,658	0.589	A	17,886	0.596	A
2	Yorba Avenue	North of Schaefer Avenue	2U	13,000	4,179	0.321	A	4,445	0.342	A

[1] These maximum roadway capacities are based on the City's General Plan.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

5.6 NEAR-TERM DEFICIENCIES AND IMPROVEMENTS

All study area intersections and roadway segments are anticipated to continue to operate at an acceptable LOS during the AM and PM peak hours under E+P traffic conditions. As such, no improvements, aside from those that are needed to facilitate site access, have been identified for E+P traffic conditions.

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6 OPENING YEAR CUMULATIVE (2026) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2026) Without and With Project traffic forecasts, and the resulting intersection operations and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2026) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

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

6.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, plus an ambient growth rate of 6.12%, plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2026) Without Project traffic conditions are shown on Exhibit 6-1.

6.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

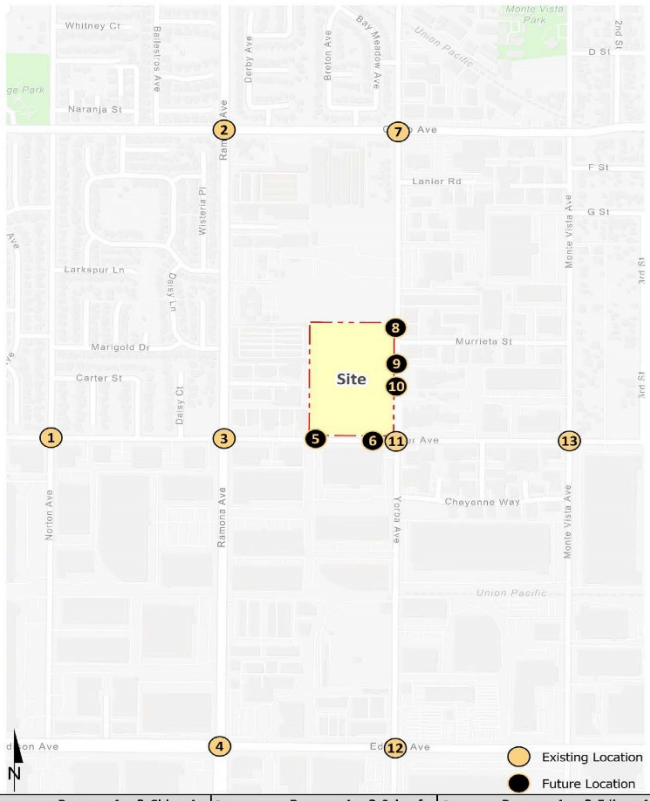
This scenario includes Opening Year Cumulative (2026) Without Project traffic in conjunction with the addition of Project traffic. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2026) With Project traffic conditions are shown on Exhibit 6-2.

6.4 INTERSECTION OPERATIONS ANALYSIS

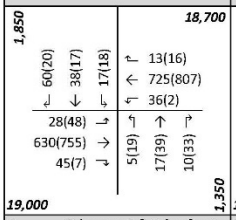
6.4.1 OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2026) Without Project conditions with roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*. The intersection analysis results are summarized on Table 6-1 for Opening Year Cumulative (2026) Without Project traffic conditions, which indicate that all of the study area intersections are anticipated to operate at an acceptable LOS under Opening Year Cumulative (2026) Without Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2026) Without Project traffic conditions are included in Appendix 6.1 of this TA.

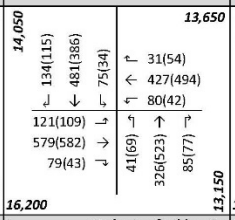
EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



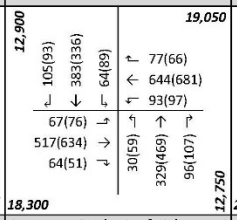
1 Norton Av. & Schaefer Av.



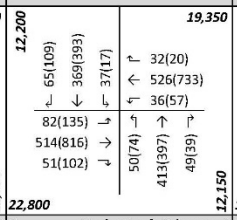
2 Ramona Av. & Chino Av.



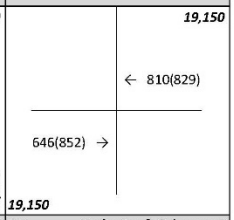
3 Ramona Av. & Schaefer Av.



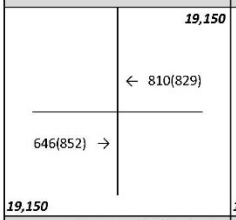
4 Ramona Av. & Edison Av.



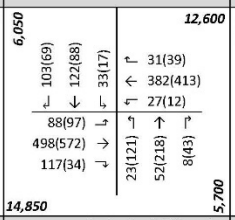
5 Driveway 1 & Schaefer Av.



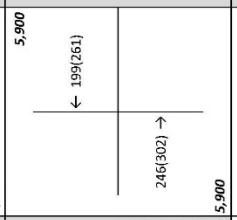
6 Driveway 2 & Schaefer Av.



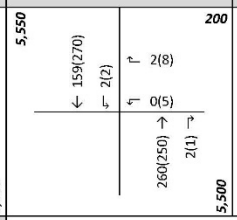
7 Yorba Av. & Chino Av.



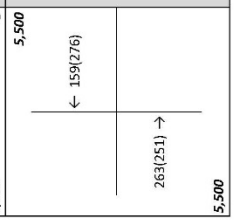
8 Yorba Av. & Driveway 3



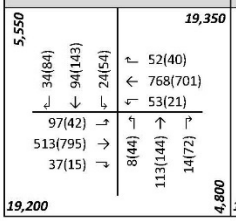
9 Yorba Av. & Driveway 4



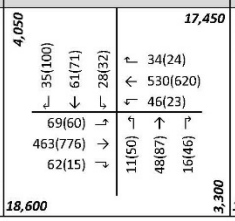
10 Yorba Av. & Driveway 5



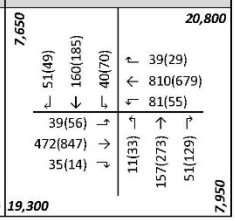
11 Yorba Av. & Schaefer Av.



12 Yorba Av. & Edison Av.

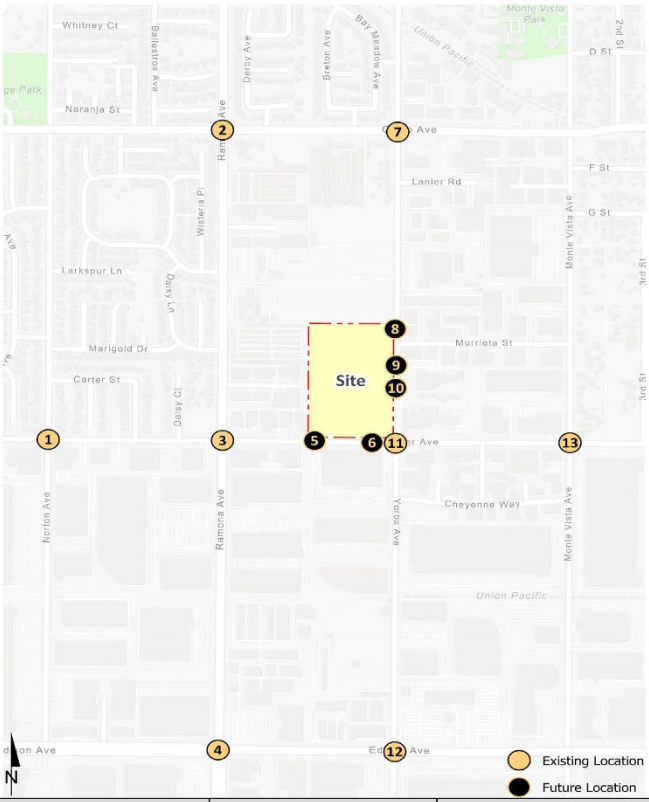


13 Monte Vista Av. & Schaefer Av.

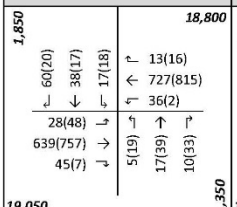


##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

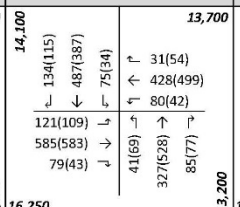
EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2026) WITH PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



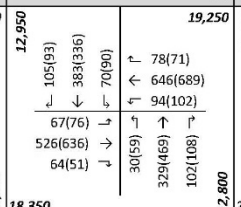
1 Norton Av. & Schaefer Av.



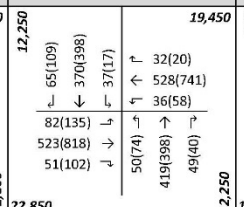
2 Ramona Av. & Chino Av.



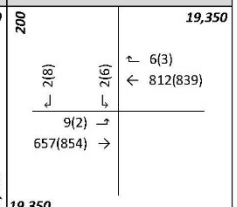
3 Ramona Av. & Schaefer Av.



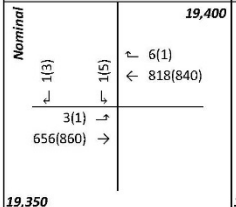
4 Ramona Av. & Edison Av.



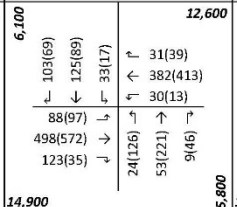
5 Driveway 1 & Schaefer Av.



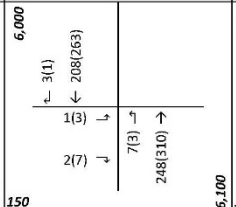
6 Driveway 2 & Schaefer Av.



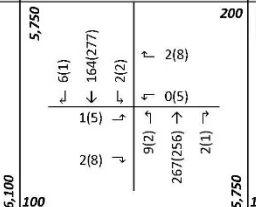
7 Yorba Av. & Chino Av.



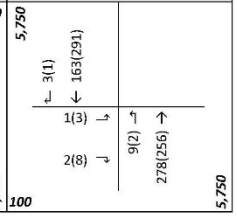
8 Yorba Av. & Driveway 3



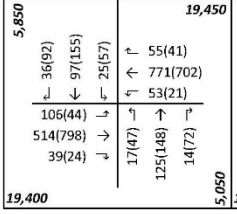
9 Yorba Av. & Driveway 4



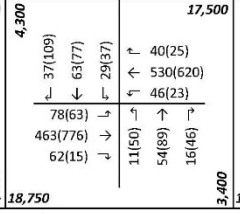
10 Yorba Av. & Driveway 5



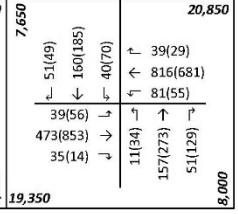
11 Yorba Av. & Schaefer Av.



12 Yorba Av. & Edison Av.



13 Monte Vista Av. & Schaefer Av.



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

TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2026) CONDITIONS

#	Intersection	Traffic Control[2]	2026 Without Project Delay[1] (secs.) AM	2026 Without Project Delay[1] (secs.) PM	2026 Without Project Level of Service AM	2026 Without Project Level of Service PM	2026 With Project Delay[1] (secs.) AM	2026 With Project Delay[1] (secs.) PM	2026 With Project Level of Service AM	2026 With Project Level of Service PM
1	Norton Av. & Schaefer Av.	TS	9.8	9.4	A	A	9.8	9.4	A	A
2	Ramona Av. & Chino Av.	TS	27.6	21.1	C	C	27.9	21.2	C	C
3	Ramona Av. & Schaefer Av.	TS	23.1	25.6	C	C	23.5	25.9	C	C
4	Ramona Av. & Edison Av.	TS	21.9	25.9	C	C	21.9	26.2	C	C
5	Driveway 1 & Schaefer Av.	**CSS**	Future Intersection				16.1	16.1	C	C
6	Driveway 2 & Schaefer Av.	**CSS**	Future Intersection				15.2	16.8	C	C
7	Yorba Av. & Chino Av.	TS	8.2	10.2	A	B	8.3	10.3	A	B
8	Yorba Av. & Driveway 3	**CSS**	Future Intersection				10.1	10.7	B	B
9	Yorba Av. & Driveway 4	**CSS**	9.8	11.8	A	B	10.4	12.7	B	B
10	Yorba Av. & Driveway 5	**CSS**	Future Intersection				10.2	10.9	B	B
11	Yorba Av. & Schaefer Av.	TS	7.1	9.5	A	A	7.6	9.7	A	A
12	Yorba Av. & Edison Av.	TS	22.2	28.6	A	C	22.6	31.0	C	C
13	Monte Vista Av. & Schaefer Av.	TS	8.5	11.0	A	B	8.5	11.0	A	B

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

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

6.4.2 OPENING YEAR CUMULATIVE (2026) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 6-1, with the addition of Project traffic, there are no study area intersections anticipated to operate at a deficient LOS for Opening Year Cumulative (2026) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2026) With Project traffic conditions are included in Appendix 6.2 of this TA.

The peak hour intersection operations analysis summarized in Table 6-1 is based on 4 fewer PCE AM peak hour trips and 6 fewer PCE PM peak hour trips. As shown in Table 6-1, all of the study area intersections are anticipated to operate at LOS C or better and the addition of 4 PCE AM peak hour trips and 6 PCE PM peak hour trips would not reduce the intersection operations to LOS E or worse. As such, the analyses contained within this Traffic Study have not been revised since the increase in trips would not change the findings or recommendations.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2026) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. No study area intersections are anticipated to meet either peak hour volume or ADT volume-based warrants for Opening Year Cumulative (2026) Without and With Project traffic conditions (see Appendix 6.3 and Appendix 6.4).

6.6 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the City's General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 6-2 provides a summary of the Opening Year Cumulative (2026) traffic conditions roadway segment capacity analysis. As shown in Table 6-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 6-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR OPENING YEAR CUMULATIVE (2026) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2026 Without Project Vol	2026 Without Project V/C[2]	2026 Without Project LOS[3]	2026 With Project Vol	2026 With Project V/C[2]	2026 With Project LOS[3]
1	Schaefer Avenue	West of Yorba Avenue	4D	30,000	19,189	0.640	B	19,417	0.647	B
2	Yorba Avenue	North of Schaefer Avenue	2U	13,000	5,567	0.428	A	5,833	0.449	A

[1] These maximum roadway capacities are based on the City's General Plan.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

6.7 NEAR-TERM DEFICIENCIES AND IMPROVEMENTS

The study area intersections and roadway segments are anticipated to operate at an acceptable LOS for Opening Year Cumulative (2026) Without and With Project traffic conditions. As such, no improvements aside from those that are needed to facilitate site access have been identified.

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7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2045) Without and With Project traffic forecasts, and the resulting intersection operations and traffic signal warrant analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

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

7.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the SBTAM (see Section 4.7 *Horizon Year (2045) Volume Development* of this TA for a detailed discussion on the post-processing methodology). The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) Without Project traffic conditions are shown on Exhibit 7-1.

7.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

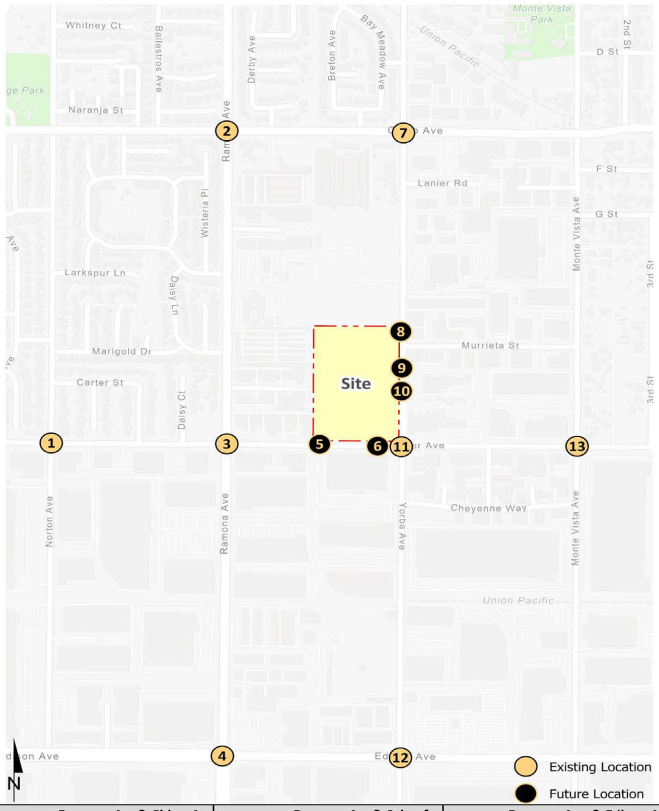
This scenario includes the refined post-process volumes obtained from the SBTAM, plus the traffic generated by the proposed Project. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) With Project traffic conditions are shown on Exhibit 7-2.

7.4 INTERSECTION OPERATIONS ANALYSIS

7.4.1 HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2045) Without Project conditions with roadway and intersection geometrics consistent with Section 7.1 *Roadway Improvements*. The intersection analysis results are summarized on Table 7-1 for Horizon Year (2045) Without Project traffic conditions, which indicate that all of the study area intersections are anticipated to operate at an acceptable LOS under Horizon Year (2045) Without Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) Without Project traffic conditions are included in Appendix 7.1 of this TA.

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Norton Av. & Schaefer Av.

2,000			21,650								
	67(22)	42(19)	19(20)	↱ 13(18)							
	30(49)	→		← 797(857)							
	667(811)	→		↰ 38(3)							
	54(12)	↲			8(21)	19(43)	10(35)				
20,500											4,400

2 Ramona Av. & Chino Av.

15,350			16,300								
	148(127)	529(425)	83(36)	↱ 38(59)							
	134(120)	→		← 428(512)							
	637(663)	→		↰ 83(44)							
	87(48)	↲			45(76)	329(575)	86(80)				
17,850											14,850

3 Ramona Av. & Schaefer Av.

15,850			21,000								
	167(113)	422(369)	89(118)	↱ 86(94)							
	81(104)	→		← 668(736)							
	546(665)	→		↰ 103(106)							
	70(56)	↲			32(65)	362(516)	106(118)				
21,650											14,000

4 Ramona Av. & Edison Av.

13,400			21,250								
	71(120)	405(433)	41(25)	↱ 46(21)							
	91(148)	→		← 792(879)							
	689(1124)	→		↰ 99(115)							
	60(105)	↲			55(98)	454(437)	92(111)				
25,050											13,350

5 Driveway 1 & Schaefer Av.

			21,100								
				← 891(912)							
711(938)	→										
21,100											

6 Driveway 2 & Schaefer Av.

			21,100								
				← 891(912)							
711(938)	→										
21,100											

7 Yorba Av. & Chino Av.

6,650			16,300								
	113(76)	135(97)	33(19)	↱ 34(43)							
	97(100)	→		← 392(452)							
	512(648)	→		↰ 30(13)							
	129(37)	↲			25(133)	57(240)	9(47)				
16,300											6,250

8 Yorba Av. & Driveway 3

6,500											
	219(287)										
					270(332)	→					
											6,500

9 Yorba Av. & Driveway 4

6,100			200								
	175(297)			↱ 2(9)							
	←	2(2)		↰ 0(6)							
					287(275)	→	2(1)	↱			
											6,050

10 Yorba Av. & Driveway 5

6,050											
	175(303)										
	↓										
					289(276)	→					
											6,050

11 Yorba Av. & Schaefer Av.

6,100			21,300								
	37(93)	103(157)	25(59)	↱ 57(44)							
	106(46)	→		← 845(767)							
	553(811)	→		↰ 58(28)							
	43(16)	↲			11(44)	125(158)	16(73)				
21,100											5,250

12 Yorba Av. & Edison Av.

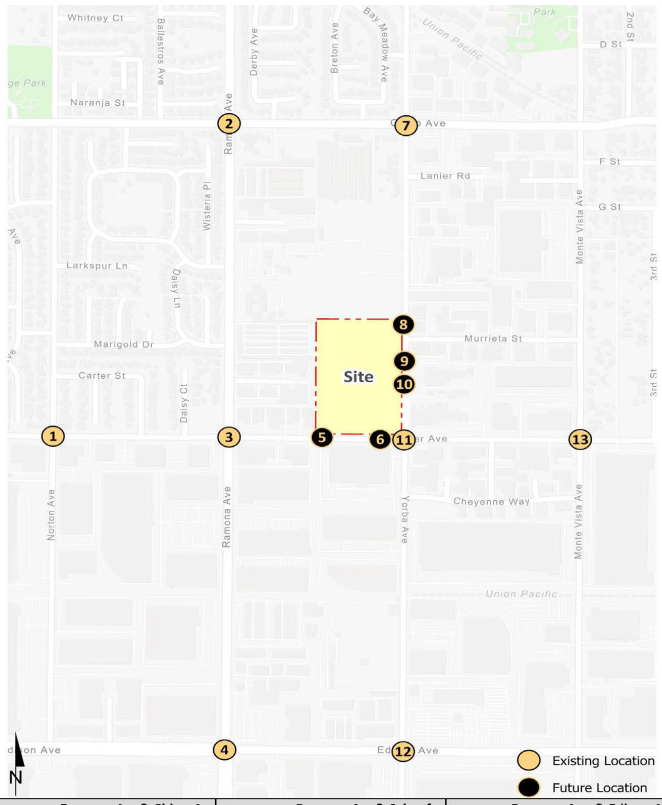
4,450			36,250								
	38(110)	68(78)	55(35)	↱ 37(38)							
	76(63)	→		← 850(883)							
	740(1171)	→		↰ 76(46)							
	66(21)	↲			16(52)	52(96)	25(75)				
38,300											3,400

13 Monte Vista Av. & Schaefer Av.

8,400			22,850								
	56(54)	176(206)	44(77)	↱ 43(32)							
	43(62)	→		← 891(753)							
	510(932)	→		↰ 113(97)							
	65(27)	↲			18(42)	172(300)	65(164)				
21,200											8,750

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

EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES (ACTUAL VEHICLES)



1 Norton Av. & Schaefer Av.

2,000 | *21,700*

67(22)	42(19)	19(20)
30(49) →	↰ ↑ ↱	13(18) ←
676(813) →	8(21) ↑	799(865) ←
54(12) →	19(43) ↑	38(3) ←
	10(35) ↑	

20,600 | *4,400*

2 Ramona Av. & Chino Av.

15,400 | *16,300*

148(127)	535(426)	83(36)
134(120) →	↰ ↑ ↱	38(59) ←
643(664) →	45(76) ↑	429(517) ←
87(48) →	330(580) ↑	83(44) ←
	86(80) ↑	

17,900 | *14,900*

3 Ramona Av. & Schaefer Av.

15,900 | *21,150*

167(113)	422(369)	95(119)
81(104) →	↰ ↑ ↱	87(99) ←
555(667) →	32(65) ↑	670(744) ←
70(56) →	362(516) ↑	104(111) ←
	112(119) ↑	

21,700 | *14,050*

4 Ramona Av. & Edison Av.

13,450 | *21,400*

71(120)	406(438)	41(25)
91(148) →	↰ ↑ ↱	46(21) ←
698(1126) →	55(98) ↑	794(887) ←
60(105) →	460(438) ↑	99(116) ←
	92(112) ↑	

25,150 | *13,450*

5 Driveway 1 & Schaefer Av.

200 | *21,300*

2(8)	2(6)	
9(2) →		6(3) ←
722(940) →		893(922) ←

21,250

6 Driveway 2 & Schaefer Av.

Nominal | *21,300*

1(3)	1(5)	
3(1) →		6(1) ←
721(946) →		899(923) ←

21,300

7 Yorba Av. & Chino Av.

6,700 | *16,300*

113(76)	138(98)	33(19)
97(100) →	↰ ↑ ↱	34(43) ←
512(648) →	26(138) ↑	392(452) ←
135(38) →	58(243) ↑	33(14) ←
	10(50) ↑	

16,300 | *6,350*

8 Yorba Av. & Driveway 3

6,600

3(1)	228(289)	
1(3) →	↰ ↑	
2(7) →	7(3) ↑	
	272(340) ↑	

150 | *6,700*

9 Yorba Av. & Driveway 4

6,300 | *200*

6(1)	180(304)	2(2)
1(5) →	↰ ↑ ↱	2(9) ←
2(8) →	9(2) ↑	0(6) ←
	294(281) ↑	
	2(1) ↑	

100 | *6,300*

10 Yorba Av. & Driveway 5

6,300

3(1)	179(318)	
1(3) →	↰ ↑	
2(8) →	9(2) ↑	
	304(281) ↑	

100 | *6,300*

11 Yorba Av. & Schaefer Av.

6,400 | *21,350*

39(101)	106(169)	26(62)
115(48) →	↰ ↑ ↱	60(45) ←
554(814) →	20(47) ↑	848(768) ←
45(25) →	137(162) ↑	58(28) ←
	16(73) ↑	

21,350 | *5,550*

12 Yorba Av. & Edison Av.

4,700 | *36,300*

40(119)	70(84)	56(40)
85(66) →	↰ ↑ ↱	43(39) ←
740(1171) →	16(52) ↑	850(883) ←
66(21) →	58(98) ↑	76(46) ←
	25(75) ↑	

38,400 | *3,500*

13 Monte Vista Av. & Schaefer Av.

8,400 | *22,950*

56(54)	176(206)	44(77)
43(62) →	↰ ↑ ↱	43(32) ←
511(938) →	18(43) ↑	897(755) ←
65(27) →	172(300) ↑	113(97) ←
	65(164) ↑	

21,300 | *8,800*

##(##) AM(PM) Peak Hour Intersection Volumes

***Average Daily Trips***

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

#	Intersection	Traffic Control[2]	2045 Without Project Delay[1] (secs.) AM	2045 Without Project Delay[1] (secs.) PM	2045 Without Project Level of Service AM	2045 Without Project Level of Service PM	2045 With Project Delay[1] (secs.) AM	2045 With Project Delay[1] (secs.) PM	2045 With Project Level of Service AM	2045 With Project Level of Service PM
1	Norton Av. & Schaefer Av.	TS	9.8	9.4	A	A	9.8	9.4	A	A
2	Ramona Av. & Chino Av.	TS	29.4	21.6	C	C	29.4	21.7	C	C
3	Ramona Av. & Schaefer Av.	TS	24.6	27.6	C	C	24.6	28.0	C	C
4	Ramona Av. & Edison Av.	TS	24.7	33.8	C	C	24.7	34.2	C	D
5	Driveway 1 & Schaefer Av.	**CSS**	Future Intersection				17.3	17.4	C	C
6	Driveway 2 & Schaefer Av.	**CSS**	Future Intersection				16.3	18.2	C	C
7	Yorba Av. & Chino Av.	TS	8.5	10.7	A	B	8.5	10.9	A	B
8	Yorba Av. & Driveway 3	**CSS**	Future Intersection				10.3	11.1	B	B
9	Yorba Av. & Driveway 4	**CSS**	10.1	12.2	B	B	10.7	13.4	B	B
10	Yorba Av. & Driveway 5	**CSS**	Future Intersection				10.5	11.2	A	B
11	Yorba Av. & Schaefer Av.	TS	7.0	9.9	A	B	7.8	10.3	A	B
12	Yorba Av. & Edison Av.	TS	23.9	40.5	C	D	23.9	43.2	C	D
13	Monte Vista Av. & Schaefer Av.	TS	8.8	12.4	A	B	8.8	12.4	A	B

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

2 TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

7.4.2 HORIZON YEAR (2045) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 7-1, with the addition of Project traffic, there are no study area intersections anticipated to operate at a deficient LOS for Horizon Year (2045) With Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) With Project traffic conditions are included in Appendix 7.2 of this TA.

7.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2045) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. No study area intersections are anticipated to meet either peak hour volume or ADT volume-based warrants for Horizon Year (2045) Without and With Project traffic conditions (see Appendix 7.3 and Appendix 7.4).

7.6 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the City's General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 7-2 provides a summary of the Horizon Year (2045) traffic conditions roadway segment capacity analysis. As shown in Table 7-2, all study area roadway segments are anticipated to continue to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 7-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

			Roadway	LOS	2045 Without Project			2045 With Project		
#	Roadway	Segment Limits	Section	Capacity[1]	Vol	V/C[2]	LOS[3]	Vol	V/C[2]	LOS[3]
1	Schaefer Avenue	West of Yorba Avenue	4D	30,000	21,108	0.704	C	21,336	0.711	C
2	Yorba Avenue	North of Schaefer Avenue	2U	13,000	6,123	0.471	A	6,389	0.491	A

[1] These maximum roadway capacities are based on the City's General Plan.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

7.7 LONG-TERM DEFICIENCIES AND IMPROVEMENTS

The study area intersections and roadway segments are anticipated to operate at an acceptable LOS for Horizon Year (2045) Without and With Project traffic conditions. As such, no improvements aside from those that are needed to facilitate site access have been identified.

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8 LOCAL AND REGIONAL FUNDING MECHANISMS

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

8.1 CITY OF CHINO DEVELOPMENT IMPACT FEE PROGRAM

The City of Chino has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes regional improvements to comply with Measure "I". The fee schedule was adopted in February 2022. The fee schedule and project transportation impacts fees are shown in Table 8-1. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

TABLE 8-1: CURRENT DEVELOPMENT IMPACT FEES

Fee Reference	Cost
Circulation (Streets, Signals, and Bridges) System:	
Industrial Uses	2.31/SF

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

The Project Applicant will be subject to the City's DIF fee program and will pay the requisite City DIF fees at the rates in effect at the time the vesting map is deemed complete. The Project Applicant's payment of the requisite DIF at the rates, pursuant to the City DIF Program, would satisfy the Project's proportional mitigation requirements at potentially affected DIF-funded facilities.

8.2 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I", a one-half of one percent sales tax on retail transactions, through the year 2045, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by San Bernardino County Transportation Authority (SBCTA) and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in March 2021. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study. While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded in the past and will continue to fund new transportation facilities in San Bernardino County.

9 REFERENCES

1. **City of Chino.** *City of Chino Trafic Impact Analysis Guidelines.* Chino : s.n., December 2020.
2. **San Bernardino Associated Governments.** *County of San Bernardino Congestion Management Program.* County of San Bernardino : s.n., June 2016, 2021 Update.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
6. **City of Chino.** *Envision Chino: General Plan 2025.* City of Chino : Design, Community & Environment, July 2010.
7. —. *City of Chino Bicycle and Pedestrian Master Plan.* Chino : s.n., Fina Report 2016 (Adopted January 2016).
8. **Southern California Association of Governments.** *Demographics and Gorwth Forecast Technical Report.* SCAG : s.n., Adopted on September 3, 2020.

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APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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EXHIBIT A – SCOPING AGREEMENT

SCOPING AGREEMENT FOR CHINO'S TRAFFIC IMPACT ANALYSIS

Project Name: Chino Lovett Industrial

Address / Location: 13610 Yorba Avenue

Project Description: single 284,730 square foot warehouse building

Chino Project No.: _____ Specific Plan: _____

	Consultant	Developer
Name:	Urban Crossroads - Charlene So	Lovett Industrial
Address:	1133 Camelback St. #8329, Newport Beach	120 Newport Center Dr., Suite 117, Newport Beach
Telephone:	949-861-0177	949-402-2760
E-mail:	cso@urbanxroads.com	

A. Trip Generation

Source: ITE 10th Edition Other: ITE Trip Generation Manual (11th Edition, 2021)

Current Land Use: N/A Proposed Land Use: GI

Current Zoning: N/A Proposed Zoning: M2

One-Way Trip Ends in PCE	IN	OUT	TOTAL
Total Project Trips:			866
AM Peak Hour (-):	65	16	80
PM Peak Hour (-):	21	61	82
Other (-):			

Internal Capture: Yes / No Percentage: %

Pass-By Trips: Yes / No Percentage: %

B. Trip Geographic Distribution

Attach exhibit showing detailed distribution

See attached memo

C. Traffic Projections

Existing:	2023	Count Year:	2023
Project Opening Year:	2026	Growth Rate:	6.12%
General Plan Horizon Year:	2045	Growth Rate:	SBTAM Model-Based
Other:		Growth Rate:	

D. Study Intersections

1. Norton Av. & Schaefer Av.
2. Ramona Av. & Chino Av.
3. Ramona Av. & Schaefer Av.
4. Ramona Av. & Edison Av.
5. Driveway 1 & Schaefer Av.
6. Driveway 2 & Schaefer Av.
7. Yorba Av. & Chino Av.
8. Yorba Av. & Driveway 3
9. Yorba Av. & Driveway 4
10. Yorba Av. & Driveway 5
11. Yorba Av. & Schaefer Av.
12. Yorba Av. & Edison Av.
13. Monte Vista Av. & Schaefer Av.

E. Study Area Roadway Segments

1. Schaefer Av., west of Yorba Av.
2. Yorba Av., north of Schaefer Av.

F. Other Jurisdictional Impacts

Is this project within a one-mile radius of the Sphere of Influence of another City or County boundary? Yes / No If so, name of Jurisdiction(s): _____

G. Site Plan

Attach reduced site plan. See attached memo

H. SB-743: Vehicles per Mile Traveled

VMT analysis based on Chino's draft threshold and methodology. Not Applicabe

I. Specific Issues to be addressed

1. Traffic signal warrant analysis for unsignalized intersections
2. Site access queuing analysis
3. Truck turns at applicable Project driveways
4. Queuing analysis at Ramona/Schaefer & Yorba & Schaefer
5. Assess need for right turn pocket at Yorba/Schaefer.
6. Discussion of bike and pedestrian facilities to be implemented/completed by Project.
7. Truck route management discussion.

Approved by:

City of Chino, Transportation Manager: _____

Date: 10/02/2023

SCOPE UPDATED: VMT ANALYSIS

MEMORANDUM

URBAN | CROSSROADS

DATE: September 1, 2023
TO: Dennis Ralls, City of Chino
FROM: Charlene So, Urban Crossroads
JOB NO: 15334-02B TA Scope

CHINO LOVETT INDUSTRIAL TRAFFIC STUDY SCOPING AGREEMENT (REVISED)

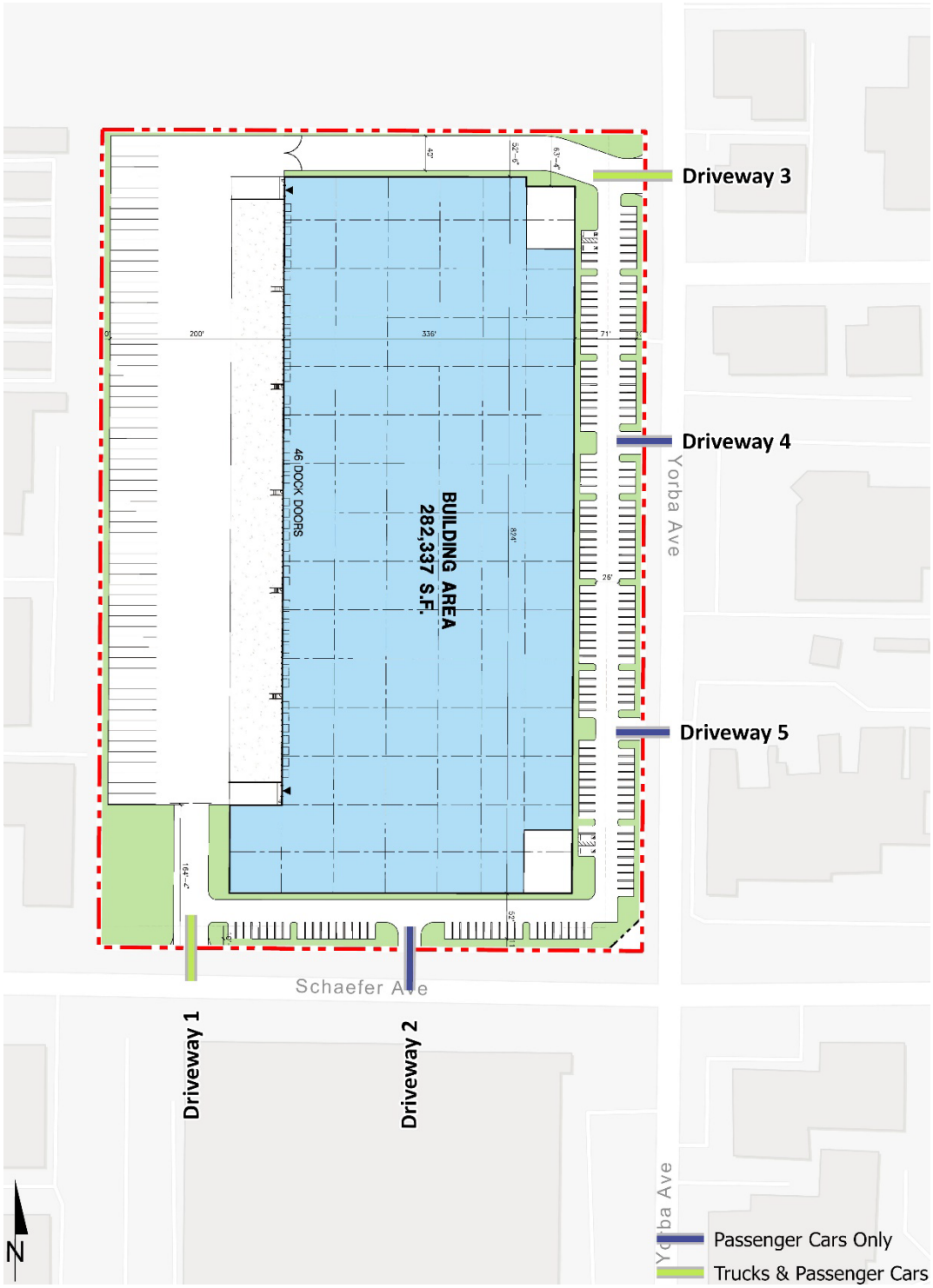
Urban Crossroads, Inc. is pleased to submit the following Traffic Study Scoping Agreement for the proposed Chino Lovett Industrial development (**Project**), which is located at 13610 Yorba Avenue in the City of Chino. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scope of work is based on the City of Chino's Traffic Impact Analysis Guidelines (dated December 2020) (**City Guidelines**).

PROPOSED PROJECT

The Project is currently proposed to consist of the development of a single 282,337 square foot warehouse building. A preliminary site plan for the proposed Project is shown in Exhibit 1. In an effort to provide a conservative analysis and to provide flexibility in future minor site plan changes, a higher square footage has been evaluated. For the purposes of the Traffic Study, the Project will evaluate 42,710 square feet of general light industrial use and 242,020 square feet of warehousing use (15% and 85% of the overall square footage, respectively, for a total of 284,730 square feet).

Although a portion of the Project site appears to be occupied by a truck trailer lot, no credit for the existing use is proposed to be taken. Vehicular access will be provided via two driveways on Schaefer Avenue and three driveways on Yorba Avenue. All driveways are proposed to allow for full access (e.g., no turn restrictions), with the exception of Driveway 3 on Yorba Avenue which would be restricted to right-out/left-in access only. Regional access to the Project site is accommodated from the SR-71 Freeway via Chino Avenue, Edison Avenue, and Ramona Avenue, and the SR-60 Freeway via Ramona Avenue.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

The proposed Project consists of a single warehouse building that is up to 284,730 square feet. 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) was used for the proposed Project. The Project has been evaluated assuming a mix of general light industrial and general warehousing use for the purpose of calculating a conservative (worst-case) trip generation for the proposed warehouse use. Table 1 summarizes the trip generation rates. For purposes of this assessment, the following land uses, and vehicle mixes have been utilized:

- ITE land use code 110 (General Light Industrial) has been used to derive site specific trip generation estimates for up to 42,710 square feet of the proposed Project (or 15% of the total building square footage). A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimum office space. The vehicle mix has also been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 242,020 square feet of the proposed Project (or 85% of the total building square footage). A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
General Light Industrial[3]	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars (AM=98.6%, PM=98.5%, Daily=94.9%)			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (AM=0.23%, PM=0.25%, Daily=0.85%)			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks (AM=0.29%, PM=0.31%, Daily=1.05%)			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks (AM=0.88%, PM=0.94%, Daily=3.20%)			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation Rates[6]									
General Light Industrial[3]	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 1.5)			0.002	0.001	0.003	0.002	0.001	0.003	0.063
3-Axle Trucks (PCE = 2.0)			0.002	0.002	0.004	0.002	0.002	0.004	0.104
4+-Axle Trucks (PCE = 3.0)			0.012	0.007	0.019	0.009	0.010	0.019	0.470
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

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

[2] TSF = thousand square feet

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

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are summarized on Table 2 in actual vehicles. The proposed Project is anticipated to generate 626 two-way trips per day with 72 AM peak hour trips and 71 PM peak hour trips (actual vehicles). Intersection operations analysis for a truck-intensive project would be required to utilize the PCE trip generation consistent with the City's Guidelines. As such, the Project's trip generation in PCE has been provided on Table 3. The Project is anticipated to generate 866 two-way PCE trips per day with 81 PCE AM peak hour trips and 82 PCE PM peak hour trips.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
General Light Industrial (15%)	42.710	TSF							
Passenger Cars:			28	4	32	4	24	28	198
2-axle Trucks:			0	0	0	0	0	0	2
3-axle Trucks:			0	0	0	0	0	0	2
4+-axle Trucks:			0	0	0	0	0	0	8
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	12
Total Trips (Actual Vehicles)[2]			28	4	32	4	24	28	210
Warehousing (85%)	242.020	TSF							
Passenger Cars:			29	7	36	8	28	36	270
2-axle Trucks:			0	0	0	1	0	1	24
3-axle Trucks:			0	1	1	1	1	2	30
4+-axle Trucks:			2	1	3	2	2	4	92
Total Truck Trips (Actual Vehicles):			2	2	4	4	3	7	146
Total Trips (Actual Vehicles)[2]			31	9	40	12	31	43	416
Passenger Cars			57	11	68	12	52	64	468
Trucks			2	2	4	4	3	7	158
Total Trips (Actual Vehicles)[2]			**59**	**13**	**72**	**16**	**55**	**71**	**626**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY (PCE)

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Passenger Car Equivalent (PCE):									
General Light Industrial (15%)	42.710	TSF							
Passenger Cars:			28	4	32	4	24	28	198
2-axle Trucks:			0	0	0	0	0	0	4
3-axle Trucks:			0	0	0	0	0	0	4
4+-axle Trucks:			1	0	1	0	0	0	20
Total Truck Trips (PCE):			1	0	1	0	0	0	28
Total Trips (PCE)[2]			29	4	33	4	24	28	226
Warehousing (85%)	242.020	TSF							
Passenger Cars:			29	7	36	8	28	36	270
2-axle Trucks:			1	0	1	1	1	2	36
3-axle Trucks:			1	1	2	1	2	3	60
4+-axle Trucks:			5	4	9	7	6	13	274
Total Truck Trips (PCE):			7	5	12	9	9	18	370
Total Trips (PCE)[2]			36	12	48	17	37	54	640
Passenger Cars			57	11	68	12	52	64	468
Trucks			8	5	13	9	9	18	398
Total Trips (PCE)[2]			**65**	**16**	**81**	**21**	**61**	**82**	**866**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

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. Exhibits 2 and 3 show the Project truck and passenger car trip distribution patterns, respectively. The truck trip distribution patterns utilize the surrounding City truck routes: Ramona Avenue, Schaefer Avenue, Yorba Avenue, Edison Avenue, and Monte Vista Avenue. Since no trucks are proposed to head northbound (or enter from the north) on Yorba Avenue via Driveway 3, Driveway 3 would be restricted to right-out/left-in access only.

EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION

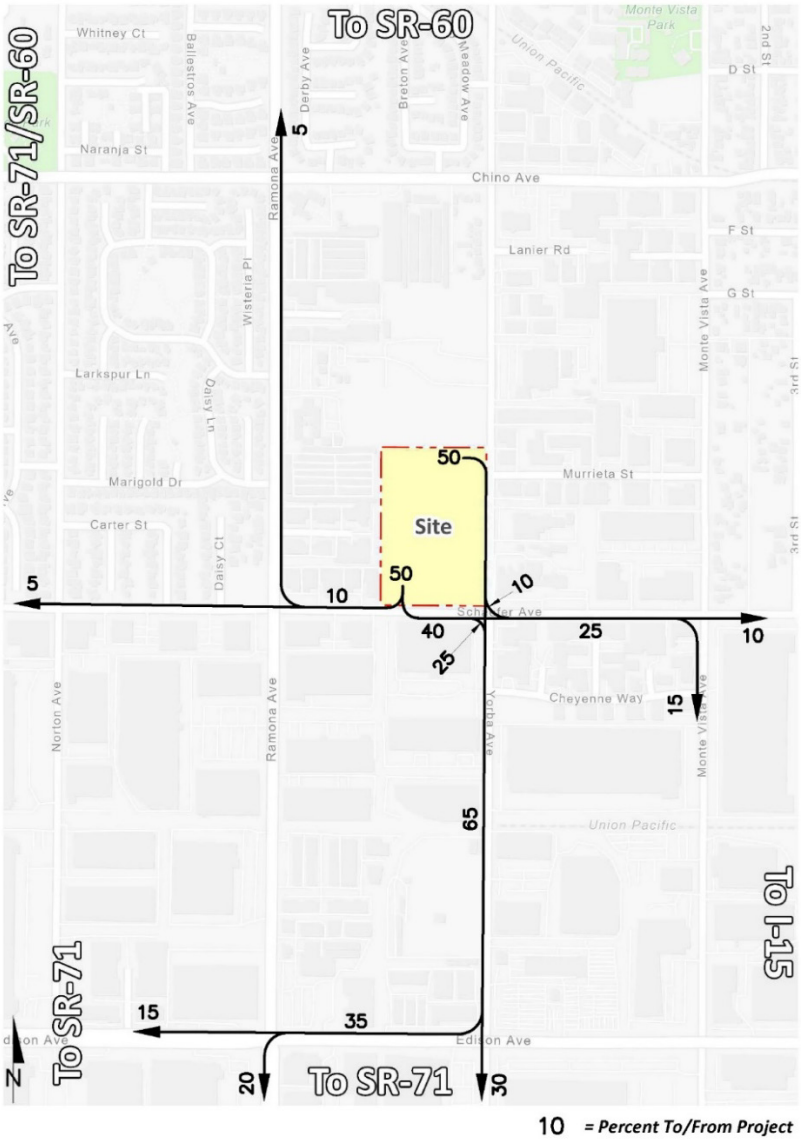
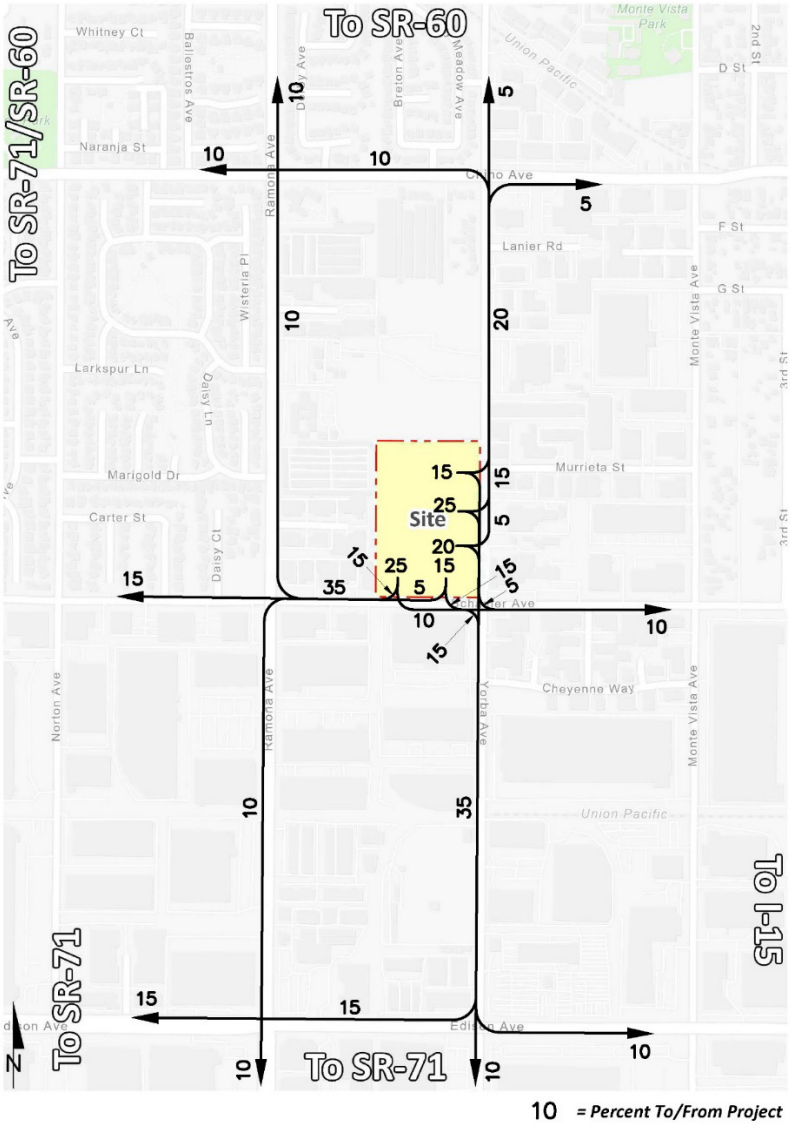


EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



ANALYSIS SCENARIOS

Consistent with the City's Guidelines, intersection analysis will be provided for the following analysis scenarios:

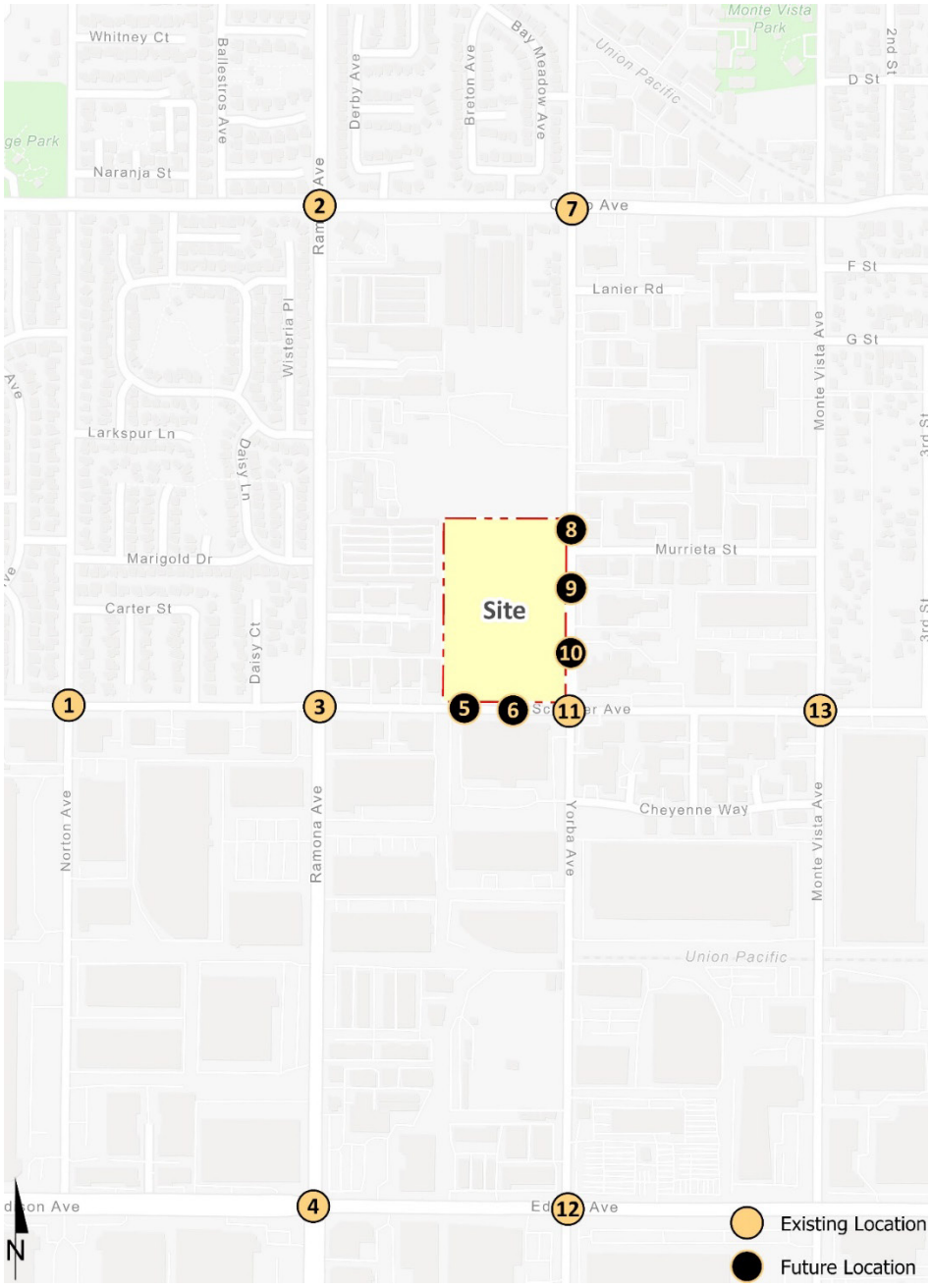
- Existing (2023) Conditions
- Existing plus Project Conditions
- Opening Year Cumulative (2026) Without Project Conditions
- Opening Year Cumulative (2026) With Project conditions
- Horizon Year (2045) Without Project Conditions
- Horizon Year (2045) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 4. The study area intersections are based on input from City staff.

Roadway segment analysis will also be evaluated for the following locations:

- Schaefer Avenue, west of Yorba Avenue
- Yorba Avenue, north of Schaefer Avenue

EXHIBIT 4: STUDY AREA



AMBIENT GROWTH

Pursuant to discussion with City staff and consistent with other studies performed in the area, 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 6.12% will be applied to the baseline.

EXISTING COUNT DATA

As local schools are back in session (with in-person instruction), we are proposing to conduct new traffic counts on a typical weekday when local schools are open and operating on normal bell schedules. No additional adjustments are proposed for the purpose of establishing the existing baseline conditions (except for adjustments needed for volume balancing). The traffic counts will be collected once the scoping agreement has been approved by City staff and will be collected for the following peak hours:

- Weekday AM Peak Hour (6-9 AM)
- Weekday PM Peak Hour (4-7 PM)

CUMULATIVE PROJECTS

It is requested that the City provide a list of cumulative projects in the immediate vicinity with applicable land use and intensity information for inclusion in our traffic study.

SPECIAL ISSUES

The following special issues will also be addressed:

- *Traffic Signal Warrant Analysis*: Traffic signal warrant analysis will be performed for all full-access unsignalized study area intersections utilizing the California MUTCD peak-hour warrants for existing intersections, and the Caltrans daily (Planning level) warrant for new intersections.
- *Site Access Evaluation*: The turn pocket lengths will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at each Project driveway.
- *Queuing Analysis*: In addition to the queuing analysis at the Project driveways identified above, queuing will also be evaluated at the intersections of Ramona Avenue at Schaefer Avenue and Yorba Avenue at Schaefer Avenue to ensure turn pocket lengths can accommodate the 95th percentile peak hour queues.
- *Right Turn Pockets:* Determine if right turn pockets are needed at project driveways or at the intersection of Yorba Avenue at Schaefer Avenue.
- *Non-Vehicular Circulation:* Include a discussion of bicycle and pedestrian connectivity and will be implemented with the development of the Project.

- *Truck Turn Movements*: Truck turning movements at applicable project driveways that will be utilized by heavy trucks will be included in the Traffic Study.
- *Truck Roue Management:* Discuss how the Project will help to ensure trucks to and from the Project will be informed of official truck routes to reduce impacts to surrounding sensitive land uses.

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

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 3: Ramona Av. & Schaefer Av.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	180	270	271	159	288	286	95	201	228	129	212	237
Average Queue (ft)	71	135	143	93	161	173	34	104	131	63	105	138
95th Queue (ft)	142	234	245	166	257	263	76	184	217	117	186	224
Link Distance (ft)		1236	1236		622	622		2559	2559		2557	2557
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			160			200		
Storage Blk Time (%)	5	17		9	22			3			0	
Queuing Penalty (veh)	13	14		31	24			1			0	

Intersection: 5: Schaefer Av. & Driveway 1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	30	25
Average Queue (ft)	4	4
95th Queue (ft)	21	21
Link Distance (ft)		424
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Schaefer Av. & Driveway 2

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	12	24
Average Queue (ft)	1	2
95th Queue (ft)	7	14
Link Distance (ft)		134
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Yorba Av. & Driveway 3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	30
Average Queue (ft)	5	2
95th Queue (ft)	24	17
Link Distance (ft)	588	256
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Yorba Av. & Driveway 4

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	29	38
Average Queue (ft)	3	2	1
95th Queue (ft)	17	15	16
Link Distance (ft)	489	476	135
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Yorba Av. & Driveway 5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	46
Average Queue (ft)	3	3
95th Queue (ft)	17	22
Link Distance (ft)	524	384
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Yorba Av. & Schaefer Av.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	142	168	182	88	214	223	163	144	49
Average Queue (ft)	54	45	64	30	80	96	79	69	20
95th Queue (ft)	108	119	141	67	168	189	143	120	46
Link Distance (ft)		272	272		1239	1239	2571	384	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	110			100					150
Storage Blk Time (%)	1	1			4			0	
Queuing Penalty (veh)	2	1			2			0	

Zone Summary

Zone wide Queuing Penalty: 89

Intersection: 3: Ramona Av. & Schaefer Av.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	190	360	343	160	386	399	178	307	325	178	212	234
Average Queue (ft)	88	166	175	112	215	233	59	154	176	82	96	122
95th Queue (ft)	173	296	298	185	341	354	124	265	291	149	182	212
Link Distance (ft)		1236	1236		622	622		2559	2559		2557	2557
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			100			160			200		
Storage Blk Time (%)	8	27		15	32		0	10		0	0	
Queuing Penalty (veh)	28	28		57	40		0	7		1	1	

Intersection: 5: Schaefer Av. & Driveway 1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	24	40
Average Queue (ft)	2	13
95th Queue (ft)	14	39
Link Distance (ft)		424
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Schaefer Av. & Driveway 2

Movement	EB	EB	EB	SB
Directions Served	L	T	T	LR
Maximum Queue (ft)	6	11	19	34
Average Queue (ft)	0	1	1	10
95th Queue (ft)	4	9	13	33
Link Distance (ft)		223	223	134
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Yorba Av. & Driveway 3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	35	6
Average Queue (ft)	12	0
95th Queue (ft)	36	6
Link Distance (ft)	588	256
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Yorba Av. & Driveway 4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	35	12	12
Average Queue (ft)	11	14	1	0
95th Queue (ft)	35	39	8	6
Link Distance (ft)	489	476	135	256
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Yorba Av. & Driveway 5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	35	17
Average Queue (ft)	9	1
95th Queue (ft)	32	9
Link Distance (ft)	524	384
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Yorba Av. & Schaefer Av.

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LT	R
Maximum Queue (ft)	80	221	248	189	277	280	270	275	179
Average Queue (ft)	25	91	102	27	108	125	122	104	42
95th Queue (ft)	59	186	205	93	218	240	217	192	107
Link Distance (ft)		272	272		1239	1239	2571	384	
Upstream Blk Time (%)		0	0						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	110			100					150
Storage Blk Time (%)		4		0	8			3	
Queuing Penalty (veh)		2		0	2			3	

Zone Summary

Zone wide Queuing Penalty: 171

APPENDIX 3.1: TRAFFIC COUNTS – APRIL 2023

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

City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	1	3	1	4	1	58	0	0	59	0	1	0	0	1	1	44	1	1	46	2	110	112
06:15 AM	1	3	3	2	7	0	82	0	0	82	0	0	1	1	1	0	51	1	0	52	3	142	145
06:30 AM	1	1	6	2	8	6	89	0	0	95	1	0	0	0	1	0	47	4	1	51	3	155	158
06:45 AM	1	4	5	1	10	9	95	0	0	104	3	0	2	1	5	2	62	5	0	69	2	188	190
Total	3	9	17	6	29	16	324	0	0	340	4	1	3	2	8	3	204	11	2	218	10	595	605
07:00 AM	2	5	5	1	12	7	105	2	0	114	0	0	3	2	3	0	59	1	0	60	3	189	192
07:15 AM	4	6	12	5	22	2	133	1	0	136	1	1	3	2	5	1	53	4	0	58	7	221	228
07:30 AM	1	2	10	5	13	2	150	1	0	153	0	0	1	1	1	0	72	4	0	76	6	243	249
07:45 AM	5	12	13	6	30	10	167	1	0	178	1	2	2	0	5	4	119	17	2	140	8	353	361
Total	12	25	40	17	77	21	555	5	0	581	2	3	9	5	14	5	303	26	2	334	24	1006	1030
08:00 AM	2	8	19	14	29	10	180	2	1	192	0	1	1	0	2	5	127	11	1	143	16	366	382
08:15 AM	3	10	11	4	24	11	177	5	0	193	3	7	1	1	11	6	168	7	2	181	7	409	416
08:30 AM	6	6	14	10	26	3	143	4	0	150	1	6	5	2	12	11	128	7	1	146	13	334	347
08:45 AM	2	5	10	8	17	2	142	1	1	145	0	4	7	2	11	5	90	4	0	99	11	272	283
Total	13	29	54	36	96	26	642	12	2	680	4	18	14	5	36	27	513	29	4	569	47	1381	1428
Grand Total	28	63	111	59	202	63	1521	17	2	1601	10	22	26	12	58	35	1020	66	8	1121	81	2982	3063
Apprch %	13.9	31.2	55			3.9	95	1.1			17.2	37.9	44.8			3.1	91	5.9					
Total %	0.9	2.1	3.7		6.8	2.1	51	0.6		53.7	0.3	0.7	0.9		1.9	1.2	34.2	2.2		37.6	2.6	97.4	
Passenger Vehicles	26	63	109		257	60	1441	16		1519	7	22	15		51	35	988	59		1090	0	0	2917
% Passenger Vehicles	92.9	100	98.2	100	98.5	95.2	94.7	94.1	100	94.8	70	100	57.7	58.3	72.9	100	96.9	89.4	100	96.5	0	0	95.2
Large 2 Axle Vehicles	2	0	2		4	1	53	1		55	2	0	7		14	0	16	6		22	0	0	95
% Large 2 Axle Vehicles	7.1	0	1.8	0	1.5	1.6	3.5	5.9	0	3.4	20	0	26.9	41.7	20	0	1.6	9.1	0	1.9	0	0	3.1
3 Axle Vehicles	0	0	0		0	1	12	0		13	0	0	1		1	0	7	0		7	0	0	21
% 3 Axle Vehicles	0	0	0	0	0	1.6	0.8	0	0	0.8	0	0	3.8	0	1.4	0	0.7	0	0	0.6	0	0	0.7
4+ Axle Trucks	0	0	0		0	1	15	0		16	1	0	3		4	0	9	1		10	0	0	30
% 4+ Axle Trucks	0	0	0	0	0	1.6	1	0	0	1	10	0	11.5	0	5.7	0	0.9	1.5	0	0.9	0	0	1

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

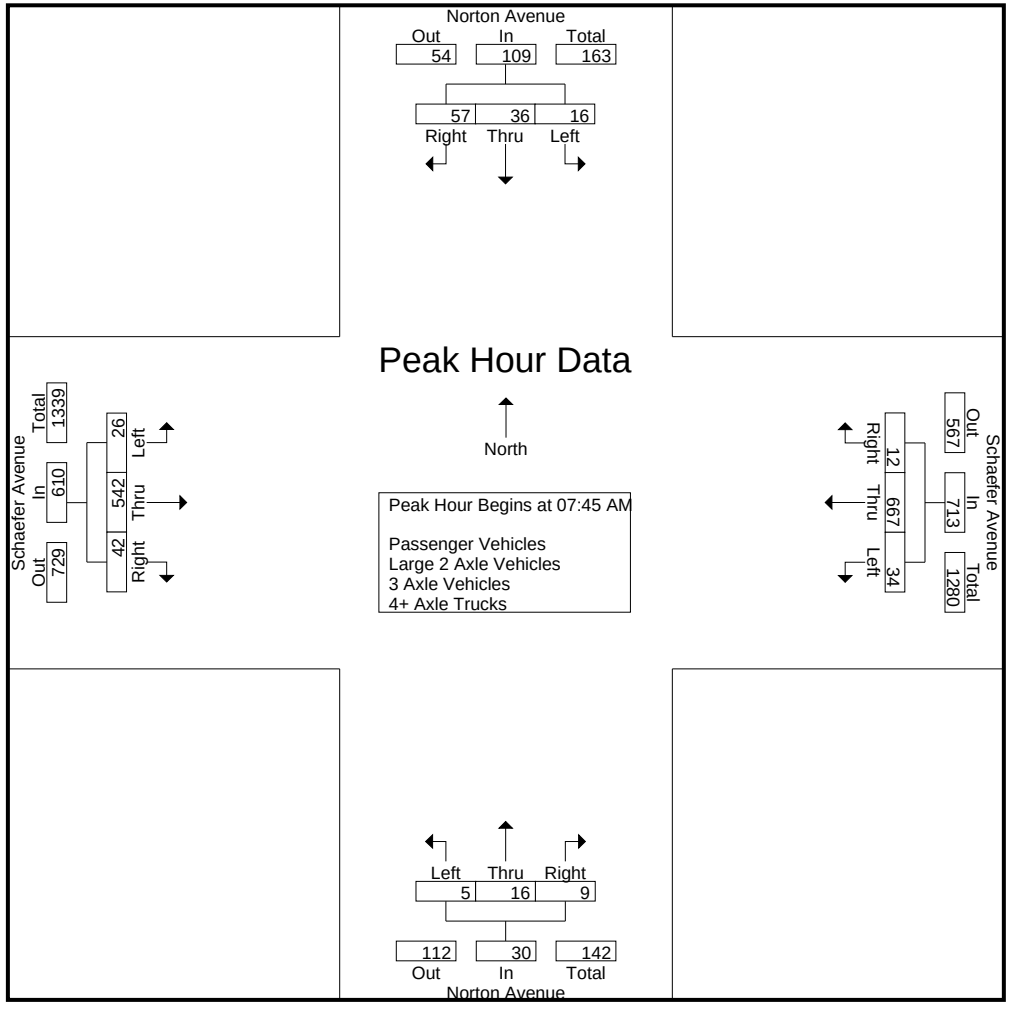
File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	**12**	13	**30**	10	167	1	178	1	2	2	5	4	119	**17**	140	353
08:00 AM	2	8	**19**	29	10	**180**	2	192	0	1	1	2	5	127	11	143	366
08:15 AM	3	10	11	24	**11**	177	**5**	**193**	**3**	**7**	1	11	6	**168**	7	**181**	**409**
08:30 AM	**6**	6	14	26	3	143	4	150	1	6	**5**	**12**	**11**	128	7	146	334
Total Volume	16	36	57	109	34	667	12	713	5	16	9	30	26	542	42	610	1462
% App. Total	14.7	33	52.3		4.8	93.5	1.7		16.7	53.3	30		4.3	88.9	6.9		
PHF	.667	.750	.750	.908	.773	.926	.600	.924	.417	.571	.450	.625	.591	.807	.618	.843	.894

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City of Chino
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Start Date : 4/4/2023
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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:30 AM				08:00 AM				07:45 AM				
+0 mins.	5	**12**	13	**30**	2	150	1	153	0	1	1	2	4	119	**17**	140	
+15 mins.	2	8	**19**	29	10	167	1	178	**3**	**7**	1	11	5	127	11	143	
+30 mins.	3	10	11	24	10	**180**	2	192	1	6	5	**12**	6	**168**	7	**181**	
+45 mins.	**6**	6	14	26	**11**	177	**5**	**193**	0	4	**7**	11	**11**	128	7	146	
Total Volume	16	36	57	109	33	674	9	716	4	18	14	36	26	542	42	610	
% App. Total	14.7	33	52.3		4.6	94.1	1.3		11.1	50	38.9		4.3	88.9	6.9		
PHF	.667	.750	.750	.908	.750	.936	.450	.927	.333	.643	.500	.750	.591	.807	.618	.843	

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File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

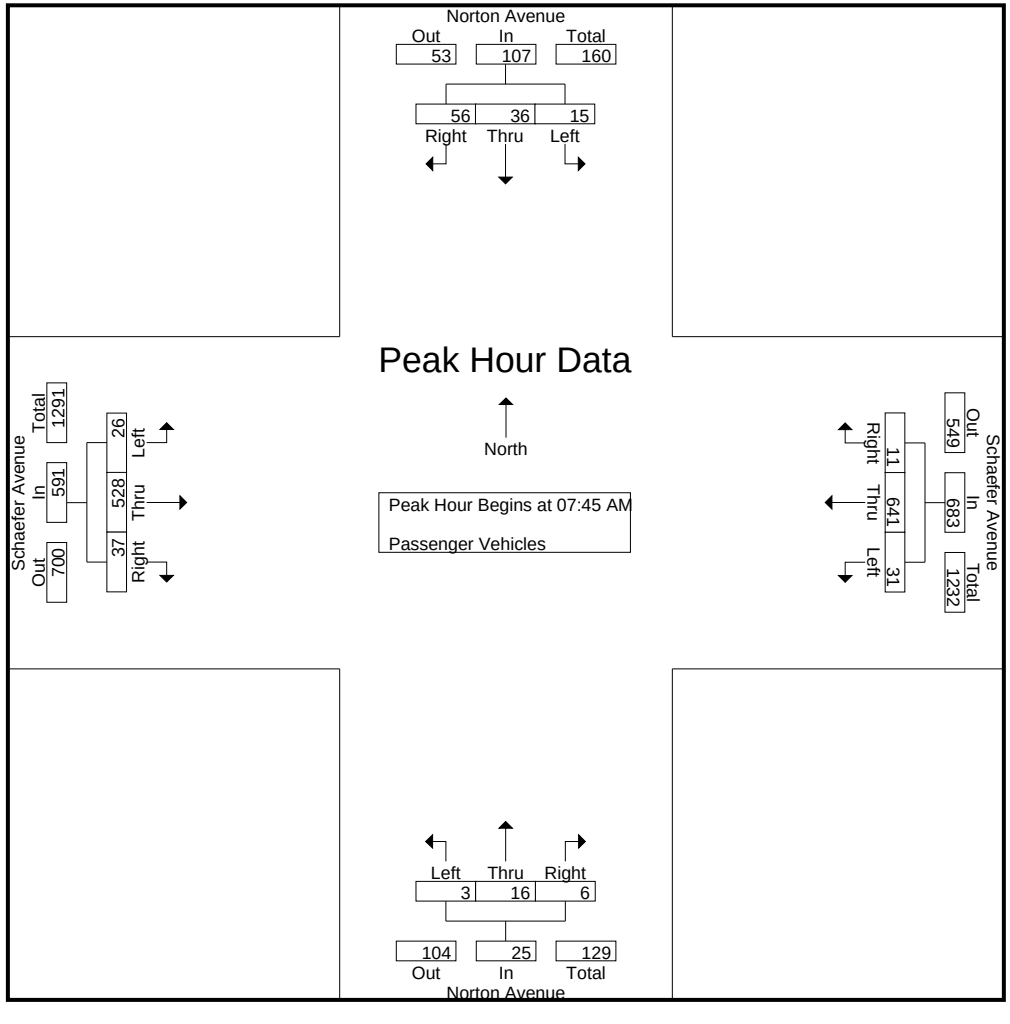
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	1	3	1	4	1	51	0	0	52	0	1	0	0	1	1	42	1	1	44	2	101	103
06:15 AM	1	3	3	2	7	0	76	0	0	76	0	0	0	0	0	0	49	1	0	50	2	133	135
06:30 AM	1	1	5	2	7	6	83	0	0	89	1	0	0	0	1	0	46	4	1	50	3	147	150
06:45 AM	1	4	5	1	10	9	89	0	0	98	2	0	1	1	3	2	57	5	0	64	2	175	177
Total	3	9	16	6	28	16	299	0	0	315	3	1	1	1	5	3	194	11	2	208	9	556	565
07:00 AM	1	5	5	1	11	7	94	2	0	103	0	0	2	1	2	0	58	1	0	59	2	175	177
07:15 AM	4	6	12	5	22	2	127	1	0	130	1	1	2	1	4	1	52	4	0	57	6	213	219
07:30 AM	1	2	10	5	13	2	142	1	0	145	0	0	0	0	0	0	69	3	0	72	5	230	235
07:45 AM	5	12	13	6	30	10	162	1	0	173	1	2	1	0	4	4	113	16	2	133	8	340	348
Total	11	25	40	17	76	21	525	5	0	551	2	3	5	2	10	5	292	24	2	321	21	958	979
08:00 AM	2	8	19	14	29	9	174	2	1	185	0	1	1	0	2	5	125	11	1	141	16	357	373
08:15 AM	3	10	11	4	24	9	172	5	0	186	1	7	1	1	9	6	164	7	2	177	7	396	403
08:30 AM	5	6	13	10	24	3	133	3	0	139	1	6	3	2	10	11	126	3	1	140	13	313	326
08:45 AM	2	5	10	8	17	2	138	1	1	141	0	4	4	1	8	5	87	3	0	95	10	261	271
Total	12	29	53	36	94	23	617	11	2	651	2	18	9	4	29	27	502	24	4	553	46	1327	1373
Grand Total	26	63	109	59	198	60	1441	16	2	1517	7	22	15	7	44	35	988	59	8	1082	76	2841	2917
Apprch %	13.1	31.8	55.1			4	95	1.1			15.9	50	34.1			3.2	91.3	5.5					
Total %	0.9	2.2	3.8		7	2.1	50.7	0.6		53.4	0.2	0.8	0.5		1.5	1.2	34.8	2.1		38.1	2.6	97.4	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**5**	**12**	13	**30**	**10**	162	1	173	**1**	2	1	4	4	113	**16**	133	340
08:00 AM	2	8	**19**	29	9	**174**	2	185	0	1	1	2	5	125	11	141	357
08:15 AM	3	10	11	24	9	172	**5**	**186**	1	**7**	1	9	6	**164**	7	**177**	**396**
08:30 AM	5	6	13	24	3	133	3	139	1	6	**3**	**10**	**11**	126	3	140	313
Total Volume	15	36	56	107	31	641	11	683	3	16	6	25	26	528	37	591	1406
% App. Total	14	33.6	52.3		4.5	93.9	1.6		12	64	24		4.4	89.3	6.3		
PHF	.750	.750	.737	.892	.775	.921	.550	.918	.750	.571	.500	.625	.591	.805	.578	.835	.888

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Norton Avenue
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File Name : 01_CHN_Nor_Sch AM
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Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**5**	**12**	13	**30**	**10**	162	1	173	**1**	2	1	4	4	113	**16**	133	
+15 mins.	2	8	**19**	29	9	**174**	2	185	0	1	1	2	5	125	11	141	
+30 mins.	3	10	11	24	9	172	**5**	**186**	1	**7**	1	9	6	**164**	7	**177**	
+45 mins.	5	6	13	24	3	133	3	139	1	6	**3**	**10**	**11**	126	3	140	
Total Volume	15	36	56	107	31	641	11	683	3	16	6	25	26	528	37	591	
% App. Total	14	33.6	52.3		4.5	93.9	1.6		12	64	24		4.4	89.3	6.3		
PHF	.750	.750	.737	.892	.775	.921	.550	.918	.750	.571	.500	.625	.591	.805	.578	.835	

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File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

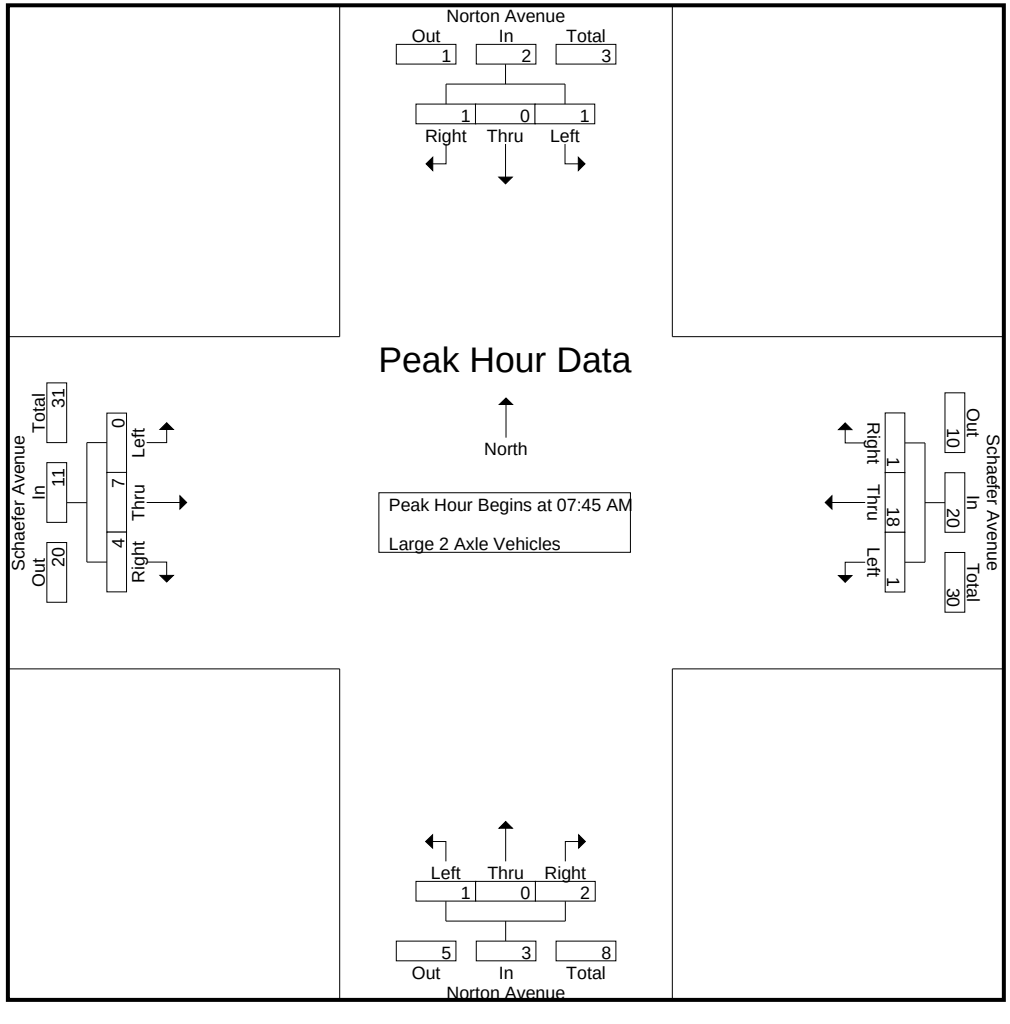
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
06:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	1	1	0	2	0	0	2	1	8	9
06:30 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
06:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	6	6
Total	0	0	1	0	1	0	15	0	0	15	1	0	1	1	2	0	6	0	0	6	1	24	25
07:00 AM	1	0	0	0	1	0	9	0	0	9	0	0	1	1	1	0	0	0	0	0	1	11	12
07:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	1	1	0	0	0	0	0	1	7	8
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	0	1	1	0	2	1	6	7
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	7	7
Total	1	0	0	0	1	0	20	0	0	20	0	0	3	3	3	0	5	2	0	7	3	31	34
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	3	0	0	3	0	10	10
08:30 AM	1	0	1	0	2	0	8	1	0	9	0	0	2	0	2	0	0	3	0	3	0	16	16
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	0	2	1	0	3	1	6	7
Total	1	0	1	0	2	1	18	1	0	20	1	0	3	1	4	0	5	4	0	9	1	35	36
Grand Total	2	0	2	0	4	1	53	1	0	55	2	0	7	5	9	0	16	6	0	22	5	90	95
Apprch %	50	0	50			1.8	96.4	1.8			22.2	0	77.8			0	72.7	27.3					
Total %	2.2	0	2.2		4.4	1.1	58.9	1.1		61.1	2.2	0	7.8		10	0	17.8	6.7		24.4	5.3	94.7	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	1	**5**	7
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	**1**	5	0	6	**1**	0	0	1	0	3	0	3	10
08:30 AM	**1**	0	**1**	**2**	0	**8**	**1**	**9**	0	0	**2**	**2**	0	0	**3**	3	**16**
Total Volume	1	0	1	2	1	18	1	20	1	0	2	3	0	7	4	11	36
% App. Total	50	0	50		5	90	5		33.3	0	66.7		0	63.6	36.4		
PHF	.250	.000	.250	.250	.250	.563	.250	.556	.250	.000	.250	.375	.000	.438	.333	.550	.563

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	1	**5**	
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	**1**	5	0	6	**1**	0	0	1	0	3	0	3	
+45 mins.	**1**	0	**1**	**2**	0	**8**	**1**	**9**	0	0	**2**	**2**	0	0	**3**	3	
Total Volume	1	0	1	2	1	18	1	20	1	0	2	3	0	7	4	11	
% App. Total	50	0	50		5	90	5		33.3	0	66.7		0	63.6	36.4		
PHF	.250	.000	.250	.250	.250	.563	.250	.556	.250	.000	.250	.375	.000	.438	.333	.550	

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

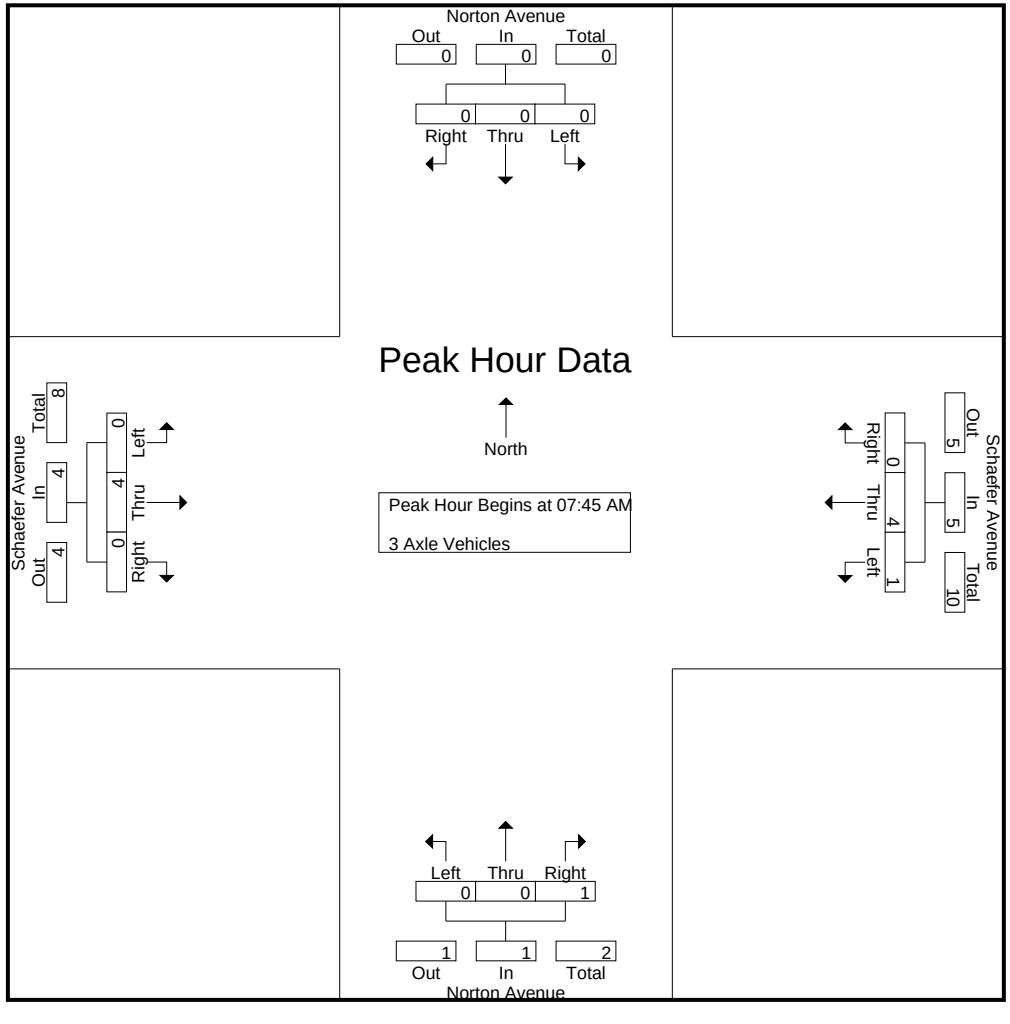
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	7	7
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	7	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	7	7
Grand Total	0	0	0	0	0	1	12	0	0	13	0	0	1	0	1	0	7	0	0	7	0	21	21
Apprch %	0	0	0			7.7	92.3	0			0	0	100			0	100	0					
Total %	0	0	0		0	4.8	57.1	0		61.9	0	0	4.8		4.8	0	33.3	0		33.3	0	100	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	1	0	1	**3**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
08:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	1	4	0	5	0	0	1	1	0	4	0	4	10
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.833

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

City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Norton Avenue
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File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	
+30 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	1	4	0	5	0	0	1	1	0	4	0	4	
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	

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City of Chino
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File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

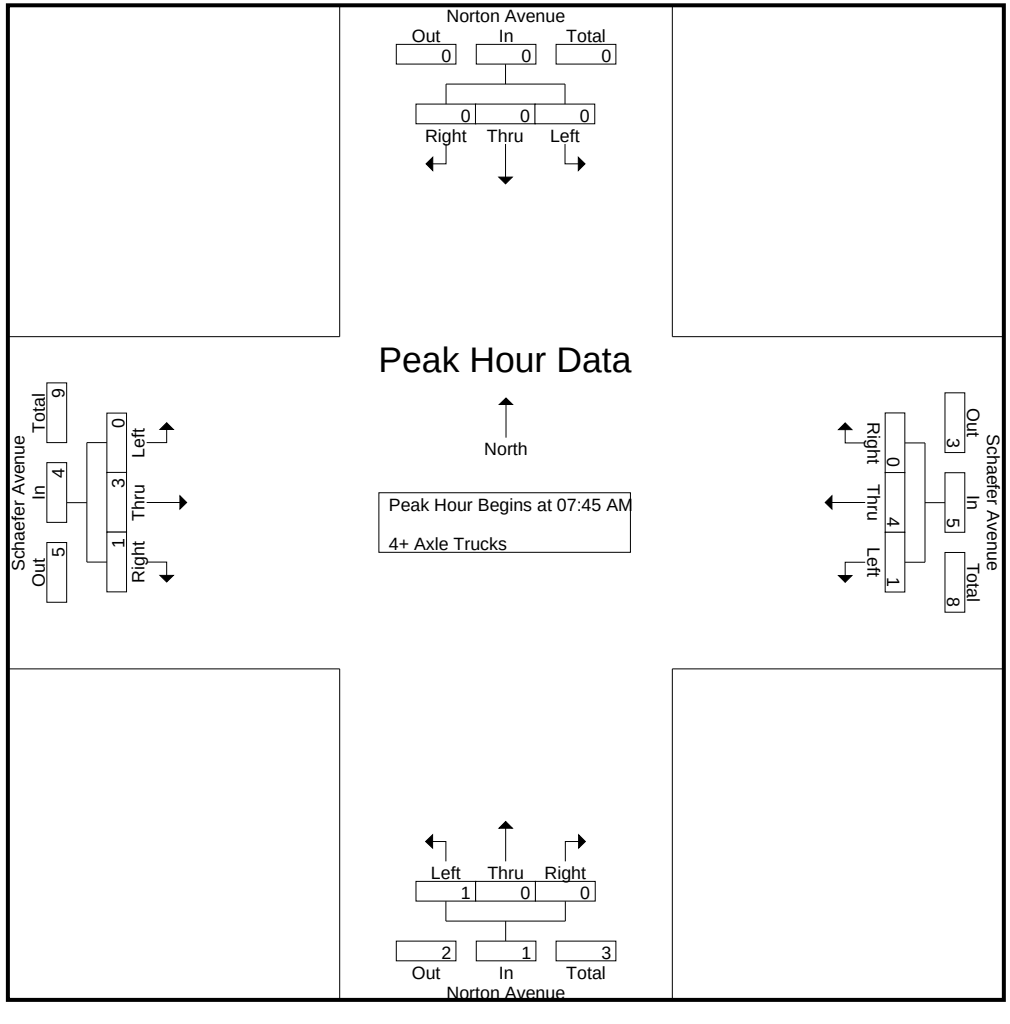
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	8	8
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
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	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
07:45 AM	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	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
08:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	5	5
Total	0	0	0	0	0	1	4	0	0	5	1	0	2	0	3	0	3	1	0	4	0	12	12
Grand Total	0	0	0	0	0	1	15	0	0	16	1	0	3	0	4	0	9	1	0	10	0	30	30
Apprch %	0	0	0			6.2	93.8	0			25	0	75			0	90	10					
Total %	0	0	0		0	3.3	50	0		53.3	3.3	0	10		13.3	0	30	3.3		33.3	0	100	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	1	**3**
08:00 AM	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	2
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	3	1	4	10
% App. Total	0	0	0		20	80	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.250	.000	.000	.250	.000	.750	.250	.500	.833

Counts Unlimited, Inc.
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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
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File Name : 01_CHN_Nor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	1	
+15 mins.	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	
Total Volume	0	0	0	0	1	4	0	5	1	0	0	1	0	3	1	4	
% App. Total	0	0	0		20	80	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.250	.500	.000	.417	.250	.000	.000	.250	.000	.750	.250	.500	

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	5	4	1	10	3	152	4	0	159	1	5	17	10	23	7	199	1	0	207	11	399	410
04:15 PM	5	4	9	6	18	3	138	0	0	141	3	4	3	2	10	5	142	2	0	149	8	318	326
04:30 PM	2	4	3	2	9	3	188	7	1	198	11	3	4	2	18	8	171	2	0	181	5	406	411
04:45 PM	5	6	9	8	20	1	164	2	0	167	2	4	4	2	10	6	176	4	0	186	10	383	393
Total	13	19	25	17	57	10	642	13	1	665	17	16	28	16	61	26	688	9	0	723	34	1506	1540
05:00 PM	2	2	3	2	7	0	217	2	0	219	13	21	15	9	49	11	165	0	0	176	11	451	462
05:15 PM	3	4	5	4	12	1	153	7	1	161	0	7	3	2	10	14	163	2	0	179	7	362	369
05:30 PM	7	4	2	2	13	0	184	4	1	188	3	5	9	8	17	14	193	1	0	208	11	426	437
05:45 PM	5	2	7	5	14	0	137	2	1	139	0	3	1	1	4	8	158	3	0	169	7	326	333
Total	17	12	17	13	46	1	691	15	3	707	16	36	28	20	80	47	679	6	0	732	36	1565	1601
06:00 PM	1	2	9	6	12	1	132	1	0	134	1	5	1	0	7	8	153	3	0	164	6	317	323
06:15 PM	2	3	7	4	12	1	123	2	1	126	1	6	2	2	9	14	168	1	0	183	7	330	337
06:30 PM	1	8	11	8	20	0	124	3	0	127	1	4	0	0	5	9	117	0	0	126	8	278	286
06:45 PM	7	1	14	6	22	2	96	3	0	101	0	4	2	2	6	9	128	1	0	138	8	267	275
Total	11	14	41	24	66	4	475	9	1	488	3	19	5	4	27	40	566	5	0	611	29	1192	1221
Grand Total	41	45	83	54	169	15	1808	37	5	1860	36	71	61	40	168	113	1933	20	0	2066	99	4263	4362
Apprch %	24.3	26.6	49.1			0.8	97.2	2			21.4	42.3	36.3			5.5	93.6	1					
Total %	1	1.1	1.9		4	0.4	42.4	0.9		43.6	0.8	1.7	1.4		3.9	2.7	45.3	0.5		48.5	2.3	97.7	
Passenger Vehicles	39	44	82		218	10	1789	35		1838	35	70	57		201	113	1883	18		2014	0	0	4271
% Passenger Vehicles	95.1	97.8	98.8	98.1	97.8	66.7	98.9	94.6	80	98.6	97.2	98.6	93.4	97.5	96.6	100	97.4	90	0	97.5	0	0	97.9
Large 2 Axle Vehicles	2	1	1		5	2	9	2		14	0	1	1		3	0	25	2		27	0	0	49
% Large 2 Axle Vehicles	4.9	2.2	1.2	1.9	2.2	13.3	0.5	5.4	20	0.8	0	1.4	1.6	2.5	1.4	0	1.3	10	0	1.3	0	0	1.1
3 Axle Vehicles	0	0	0		0	0	2	0		2	0	0	0		0	0	12	0		12	0	0	14
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0.3
4+ Axle Trucks	0	0	0		0	3	8	0		11	1	0	3		4	0	13	0		13	0	0	28
% 4+ Axle Trucks	0	0	0	0	0	20	0.4	0	0	0.6	2.8	0	4.9	0	1.9	0	0.7	0	0	0.6	0	0	0.6

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

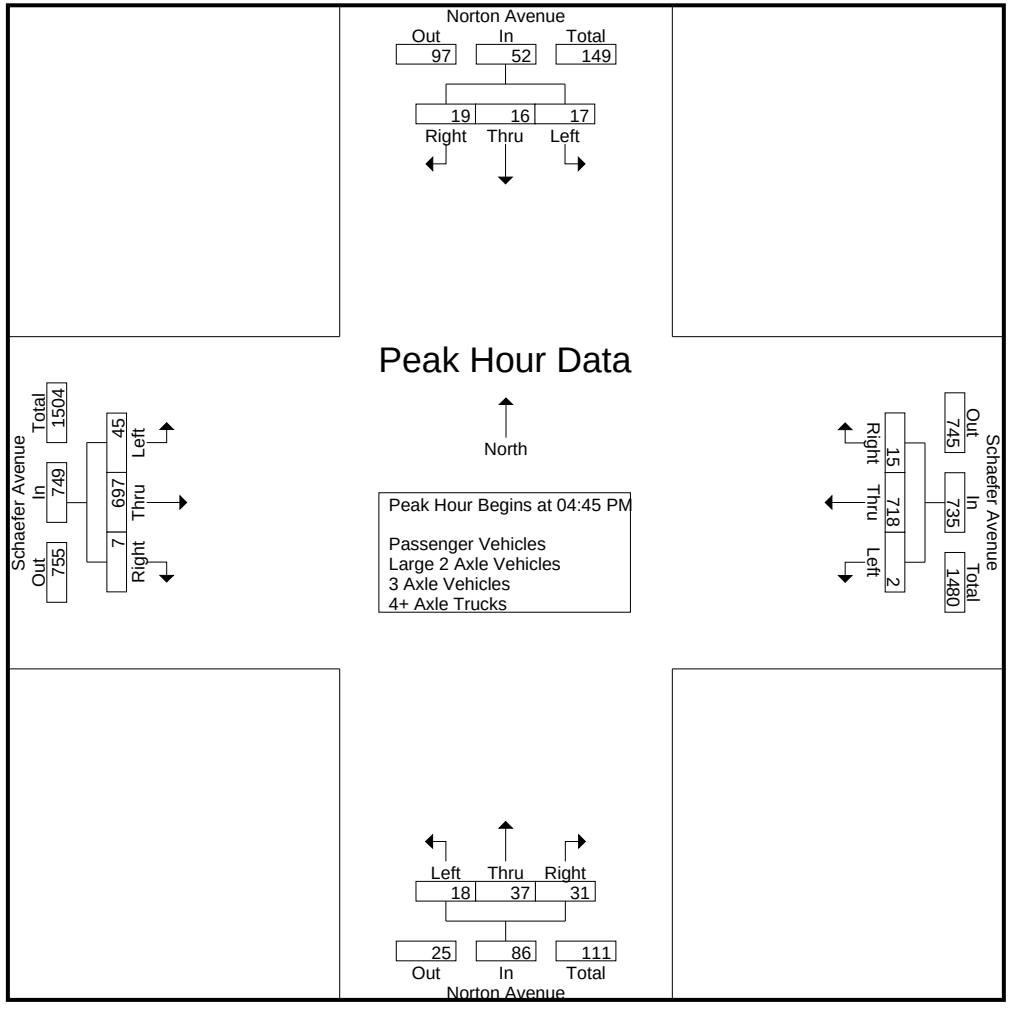
File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	**6**	**9**	**20**	**1**	164	2	167	2	4	4	10	6	176	**4**	186	383
05:00 PM	2	2	3	7	0	**217**	2	**219**	**13**	**21**	**15**	**49**	11	165	0	176	**451**
05:15 PM	3	4	5	12	1	153	**7**	161	0	7	3	10	**14**	163	2	179	362
05:30 PM	**7**	4	2	13	0	184	4	188	3	5	9	17	14	**193**	1	**208**	426
Total Volume	17	16	19	52	2	718	15	735	18	37	31	86	45	697	7	749	1622
% App. Total	32.7	30.8	36.5		0.3	97.7	2		20.9	43	36		6	93.1	0.9		
PHF	.607	.667	.528	.650	.500	.827	.536	.839	.346	.440	.517	.439	.804	.903	.438	.900	.899

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N/S: Norton Avenue
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File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 4

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	06:00 PM				04:30 PM				04:15 PM				04:45 PM				
+0 mins.	1	2	9	12	**3**	188	**7**	198	3	4	3	10	6	176	**4**	186	
+15 mins.	2	3	7	12	1	164	2	167	11	3	4	18	11	165	0	176	
+30 mins.	1	**8**	11	20	0	**217**	2	**219**	2	4	4	10	**14**	163	2	179	
+45 mins.	**7**	1	**14**	**22**	1	153	7	161	**13**	**21**	**15**	**49**	14	**193**	1	**208**	
Total Volume	11	14	41	66	5	722	18	745	29	32	26	87	45	697	7	749	
% App. Total	16.7	21.2	62.1		0.7	96.9	2.4		33.3	36.8	29.9		6	93.1	0.9		
PHF	.393	.438	.732	.750	.417	.832	.643	.850	.558	.381	.433	.444	.804	.903	.438	.900	

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City of Chino
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File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- Passenger Vehicles

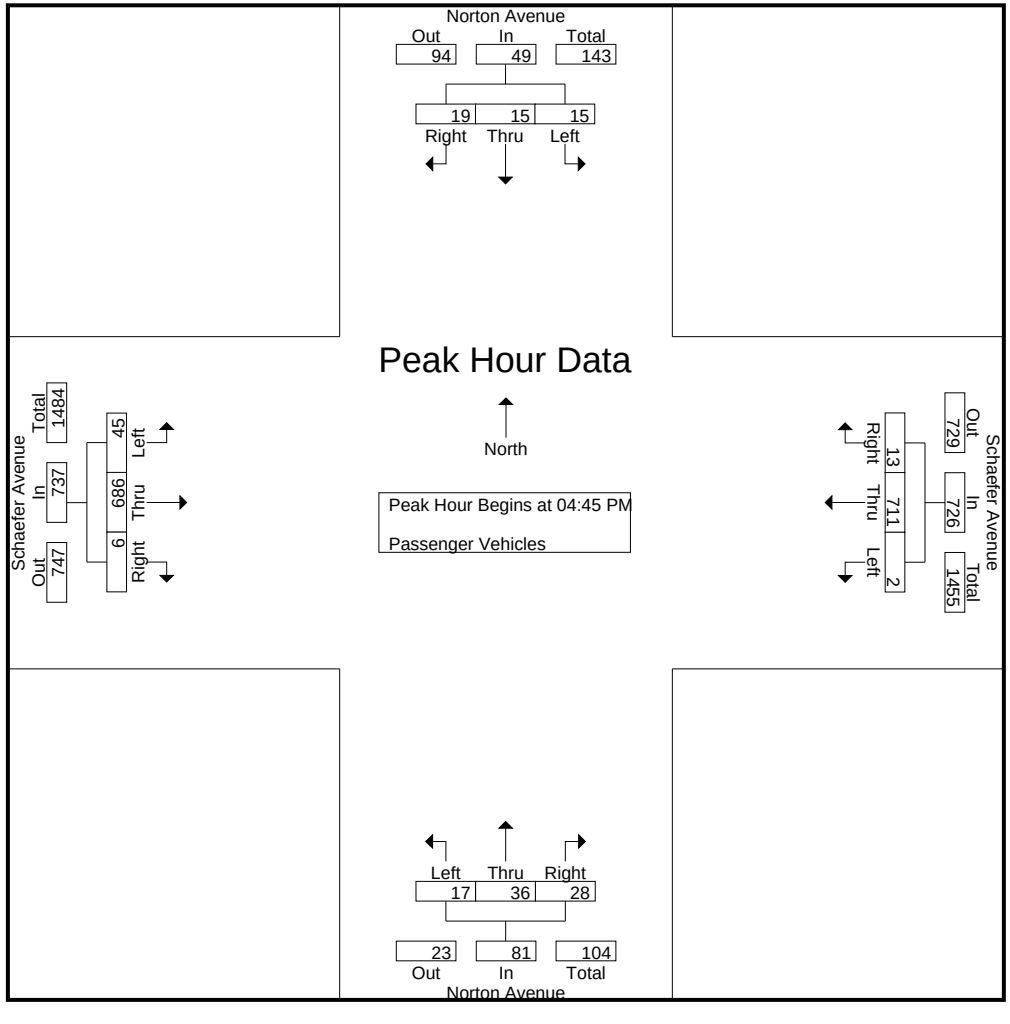
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	5	4	1	10	0	151	4	0	155	1	5	17	10	23	7	192	1	0	200	11	388	399
04:15 PM	5	4	9	6	18	1	135	0	0	136	3	4	2	2	9	5	134	2	0	141	8	304	312
04:30 PM	2	4	3	2	9	3	186	7	1	196	11	3	4	2	18	8	165	1	0	174	5	397	402
04:45 PM	5	6	9	8	20	1	163	2	0	166	1	4	3	1	8	6	171	4	0	181	9	375	384
Total	13	19	25	17	57	5	635	13	1	653	16	16	26	15	58	26	662	8	0	696	33	1464	1497
05:00 PM	2	1	3	2	6	0	215	2	0	217	13	20	15	9	48	11	160	0	0	171	11	442	453
05:15 PM	3	4	5	4	12	1	149	6	1	156	0	7	2	2	9	14	162	1	0	177	7	354	361
05:30 PM	5	4	2	2	11	0	184	3	0	187	3	5	8	8	16	14	193	1	0	208	10	422	432
05:45 PM	5	2	7	5	14	0	136	2	1	138	0	3	1	1	4	8	153	3	0	164	7	320	327
Total	15	11	17	13	43	1	684	13	2	698	16	35	26	20	77	47	668	5	0	720	35	1538	1573
06:00 PM	1	2	8	5	11	1	131	1	0	133	1	5	1	0	7	8	151	3	0	162	5	313	318
06:15 PM	2	3	7	4	12	1	122	2	1	125	1	6	2	2	9	14	163	1	0	178	7	324	331
06:30 PM	1	8	11	8	20	0	122	3	0	125	1	4	0	0	5	9	111	0	0	120	8	270	278
06:45 PM	7	1	14	6	22	2	95	3	0	100	0	4	2	2	6	9	128	1	0	138	8	266	274
Total	11	14	40	23	65	4	470	9	1	483	3	19	5	4	27	40	553	5	0	598	28	1173	1201
Grand Total	39	44	82	53	165	10	1789	35	4	1834	35	70	57	39	162	113	1883	18	0	2014	96	4175	4271
Apprch %	23.6	26.7	49.7			0.5	97.5	1.9			21.6	43.2	35.2			5.6	93.5	0.9					
Total %	0.9	1.1	2		4	0.2	42.9	0.8		43.9	0.8	1.7	1.4		3.9	2.7	45.1	0.4		48.2	2.2	97.8	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**5**	**6**	**9**	**20**	**1**	163	2	166	1	4	3	8	6	171	**4**	181	375
05:00 PM	2	1	3	6	0	**215**	2	**217**	**13**	**20**	**15**	**48**	11	160	0	171	**442**
05:15 PM	3	4	5	12	1	149	**6**	156	0	7	2	9	**14**	162	1	177	354
05:30 PM	5	4	2	11	0	184	3	187	3	5	8	16	14	**193**	1	**208**	422
Total Volume	15	15	19	49	2	711	13	726	17	36	28	81	45	686	6	737	1593
% App. Total	30.6	30.6	38.8		0.3	97.9	1.8		21	44.4	34.6		6.1	93.1	0.8		
PHF	.750	.625	.528	.613	.500	.827	.542	.836	.327	.450	.467	.422	.804	.889	.375	.886	.901

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Norton Avenue
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File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	**5**	**6**	**9**	**20**	**1**	163	2	166	1	4	3	8	6	171	**4**	181	
+15 mins.	2	1	3	6	0	**215**	2	**217**	**13**	**20**	**15**	**48**	11	160	0	171	
+30 mins.	3	4	5	12	1	149	**6**	156	0	7	2	9	**14**	162	1	177	
+45 mins.	5	4	2	11	0	184	3	187	3	5	8	16	14	**193**	1	**208**	
Total Volume	15	15	19	49	2	711	13	726	17	36	28	81	45	686	6	737	
% App. Total	30.6	30.6	38.8		0.3	97.9	1.8		21	44.4	34.6		6.1	93.1	0.8		
PHF	.750	.625	.528	.613	.500	.827	.542	.836	.327	.450	.467	.422	.804	.889	.375	.886	

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File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
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Groups Printed- Large 2 Axle Vehicles

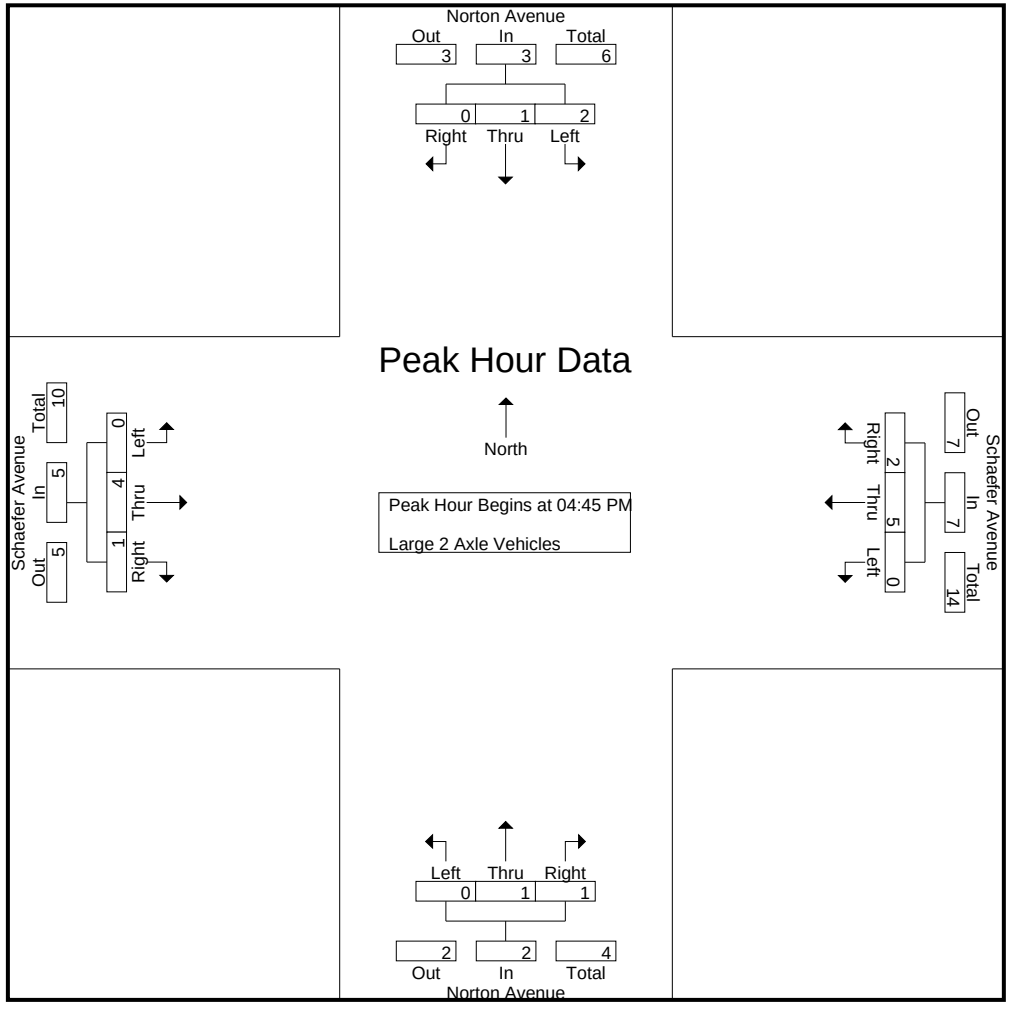
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	7	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	3	1	4	5
Total	0	0	0	0	0	2	3	0	0	5	0	0	1	1	1	0	15	1	0	16	1	22	23
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	4	4
05:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	1	0	1	0	6	6
05:30 PM	2	0	0	0	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	2	1	0	0	3	0	5	2	1	7	0	1	0	0	1	0	3	1	0	4	1	15	16
06:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	3	4
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	1	9	10
Grand Total	2	1	1	1	4	2	9	2	1	13	0	1	1	1	2	0	25	2	0	27	3	46	49
Apprch %	50	25	25			15.4	69.2	15.4			0	50	50			0	92.6	7.4					
Total %	4.3	2.2	2.2		8.7	4.3	19.6	4.3		28.3	0	2.2	2.2		4.3	0	54.3	4.3		58.7	6.1	93.9	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**3**	0	**3**	4
05:00 PM	0	**1**	0	1	0	1	0	1	0	**1**	0	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	0	**1**	1	**6**
05:30 PM	**2**	0	0	**2**	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	2	1	0	3	0	5	2	7	0	1	1	2	0	4	1	5	17
% App. Total	66.7	33.3	0		0	71.4	28.6		0	50	50		0	80	20		
PHF	.250	.250	.000	.375	.000	.313	.500	.350	.000	.250	.250	.500	.000	.333	.250	.417	.708

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City of Chino
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File Name : 01_CHN_Nor_Sch PM
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City of Chino
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	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**3**	0	**3**	
+15 mins.	0	**1**	0	1	0	1	0	1	0	**1**	0	1	0	1	0	1	
+30 mins.	0	0	0	0	0	**4**	**1**	**5**	0	0	0	0	0	0	**1**	1	
+45 mins.	**2**	0	0	**2**	0	0	1	1	0	0	0	0	0	0	0	0	
Total Volume	2	1	0	3	0	5	2	7	0	1	1	2	0	4	1	5	
% App. Total	66.7	33.3	0		0	71.4	28.6		0	50	50		0	80	20		
PHF	.250	.250	.000	.375	.000	.313	.500	.350	.000	.250	.250	.500	.000	.333	.250	.417	

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City of Chino
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File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- 3 Axle Vehicles

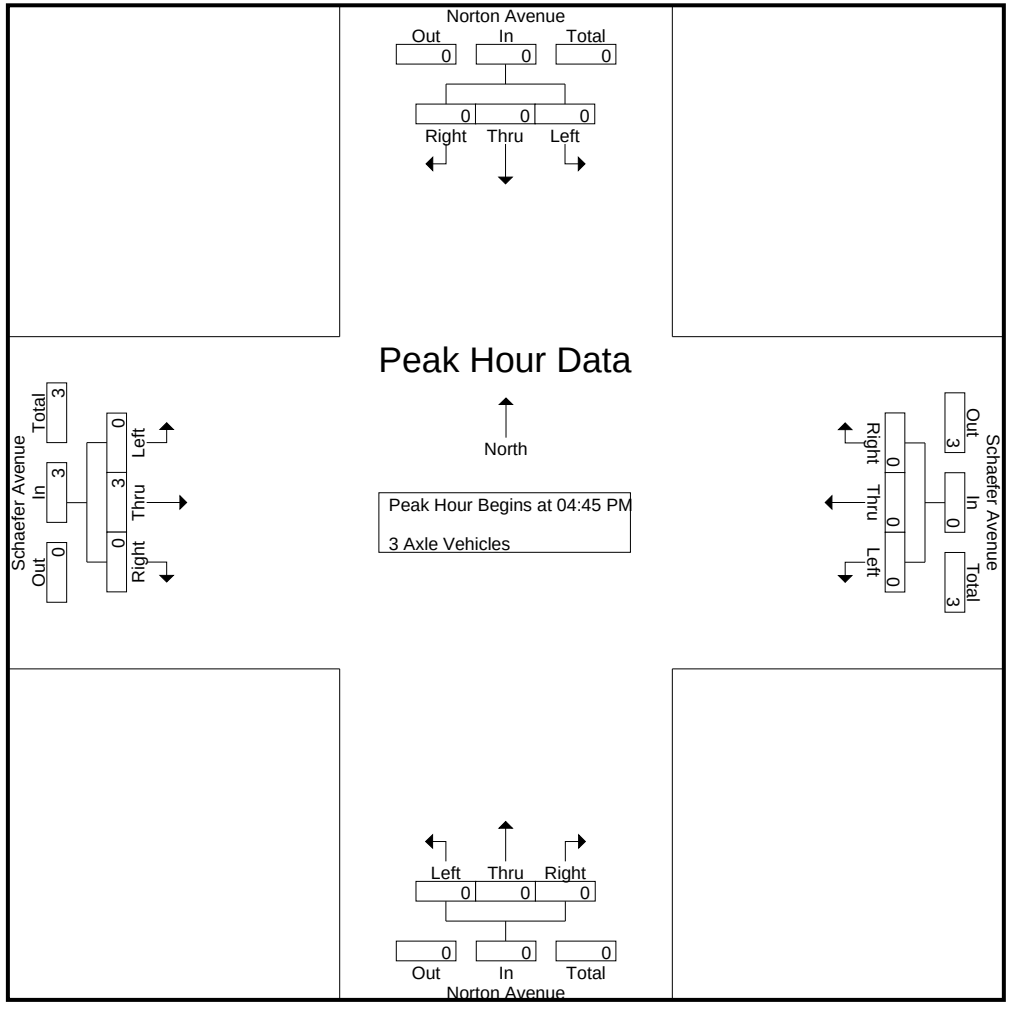
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	5
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	14	14
Apprch %	0	0	0			0	100	0			0	0	0			0	100	0					
Total %	0	0	0		0	0	14.3	0		14.3	0	0	0		0	0	85.7	0		85.7	0	100	

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

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

City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

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

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

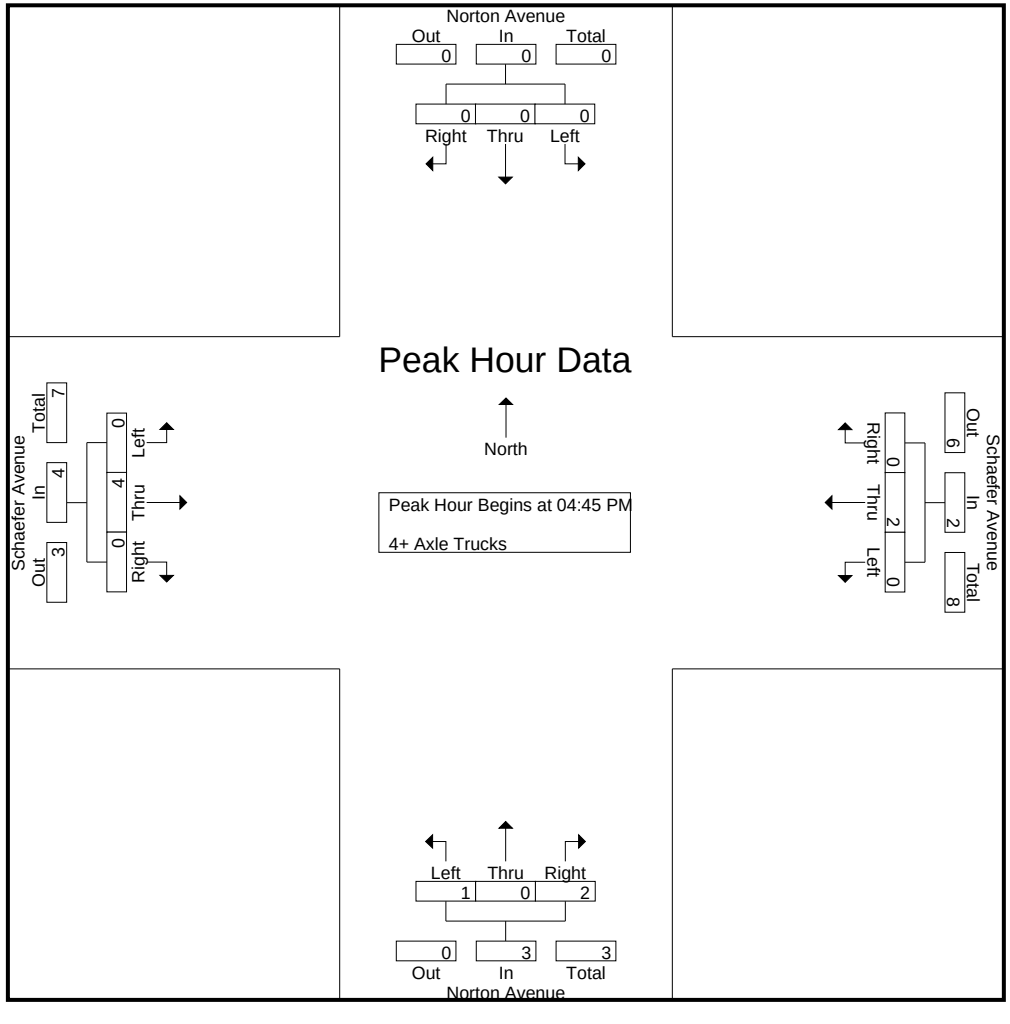
	Norton Avenue Southbound					Schaefer Avenue Westbound					Norton Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	3	3	0	0	6	1	0	1	0	2	0	6	0	0	6	0	14	14
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	5	0	0	5	0	9	9
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
06:45 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	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
Grand Total	0	0	0	0	0	3	8	0	0	11	1	0	3	0	4	0	13	0	0	13	0	28	28
Apprch %	0	0	0			27.3	72.7	0			25	0	75			0	100	0					
Total %	0	0	0		0	10.7	28.6	0		39.3	3.6	0	10.7		14.3	0	46.4	0		46.4	0	100	

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	1	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	1	0	2	3	0	4	0	4	9
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.500	.750	.000	.333	.000	.333	.563

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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Norton Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 01_CHN_Nor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Norton Avenue Southbound				Schaefer Avenue Westbound				Norton Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
Total Volume	0	0	0	0	0	2	0	2	1	0	2	3	0	4	0	4	
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.500	.750	.000	.333	.000	.333	

Location: Chino
N/S: Norton Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Norton Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Norton Avenue Pedestrians	West Leg Schaefer Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	4	0	2	0	6

	North Leg Norton Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Norton Avenue Pedestrians	West Leg Schaefer Avenue Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	1	2	0	3
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	1	0	1
6:15 PM	1	0	0	0	1
6:30 PM	0	0	0	0	0
6:45 PM	2	0	0	0	2
TOTAL VOLUMES:	4	2	5	0	11

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Location: Chino
N/S: Norton Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

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

	Southbound Norton Avenue			Westbound Schaefer Avenue			Northbound Norton Avenue			Eastbound Schaefer 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	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:15 PM	1	0	1	0	0	2	0	0	0	0	2	0	6
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	1	2	0	2	0	0	8	0	15

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	78	2	0	85	7	30	2	2	39	1	48	0	0	49	5	24	4	2	33	4	206	210
06:15 AM	7	66	7	3	80	5	20	3	1	28	0	36	5	1	41	14	24	7	4	45	9	194	203
06:30 AM	9	93	13	3	115	6	56	0	0	62	1	34	3	2	38	14	33	6	2	53	7	268	275
06:45 AM	7	142	11	1	160	10	52	1	0	63	0	52	1	0	53	16	54	8	3	78	4	354	358
Total	28	379	33	7	440	28	158	6	3	192	2	170	9	3	181	49	135	25	11	209	24	1022	1046
07:00 AM	7	88	15	8	110	6	61	6	2	73	3	50	10	1	63	14	35	6	0	55	11	301	312
07:15 AM	5	80	10	3	95	16	80	1	0	97	4	66	5	1	75	15	45	14	1	74	5	341	346
07:30 AM	14	102	17	7	133	16	126	3	1	145	3	76	9	2	88	18	99	9	3	126	13	492	505
07:45 AM	16	101	22	9	139	15	80	5	0	100	11	73	17	9	101	22	117	13	3	152	21	492	513
Total	42	371	64	27	477	53	347	15	3	415	21	265	41	13	327	69	296	42	7	407	50	1626	1676
08:00 AM	13	95	33	16	141	13	113	5	1	131	7	39	13	5	59	16	130	16	3	162	25	493	518
08:15 AM	14	142	44	12	200	24	127	6	1	157	10	84	22	5	116	36	161	21	2	218	20	691	711
08:30 AM	8	89	17	4	114	20	80	10	4	110	9	94	27	6	130	30	118	13	2	161	16	515	531
08:45 AM	7	117	17	5	141	13	51	7	2	71	8	82	13	1	103	15	73	15	3	103	11	418	429
Total	42	443	111	37	596	70	371	28	8	469	34	299	75	17	408	97	482	65	10	644	72	2117	2189
Grand Total	112	1193	208	71	1513	151	876	49	14	1076	57	734	125	33	916	215	913	132	28	1260	146	4765	4911
Apprch %	7.4	78.8	13.7			14	81.4	4.6			6.2	80.1	13.6			17.1	72.5	10.5					
Total %	2.4	25	4.4		31.8	3.2	18.4	1		22.6	1.2	15.4	2.6		19.2	4.5	19.2	2.8		26.4	3	97	
Passenger Vehicles	96	1100	204		1470	144	847	37		1039	55	656	117		860	206	883	126		1240	0	0	4609
% Passenger Vehicles	85.7	92.2	98.1	98.6	92.8	95.4	96.7	75.5	78.6	95.3	96.5	89.4	93.6	97	90.6	95.8	96.7	95.5	89.3	96.3	0	0	93.9
Large 2 Axle Vehicles	11	66	4		82	5	29	6		42	2	49	7		59	9	28	6		46	0	0	229
% Large 2 Axle Vehicles	9.8	5.5	1.9	1.4	5.2	3.3	3.3	12.2	14.3	3.9	3.5	6.7	5.6	3	6.2	4.2	3.1	4.5	10.7	3.6	0	0	4.7
3 Axle Vehicles	3	10	0		13	1	0	3		5	0	20	1		21	0	1	0		1	0	0	40
% 3 Axle Vehicles	2.7	0.8	0	0	0.8	0.7	0	6.1	7.1	0.5	0	2.7	0.8	0	2.2	0	0.1	0	0	0.1	0	0	0.8
4+ Axle Trucks	2	17	0		19	1	0	3		4	0	9	0		9	0	1	0		1	0	0	33
% 4+ Axle Trucks	1.8	1.4	0	0	1.2	0.7	0	6.1	0	0.4	0	1.2	0	0	0.9	0	0.1	0	0	0.1	0	0	0.7

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

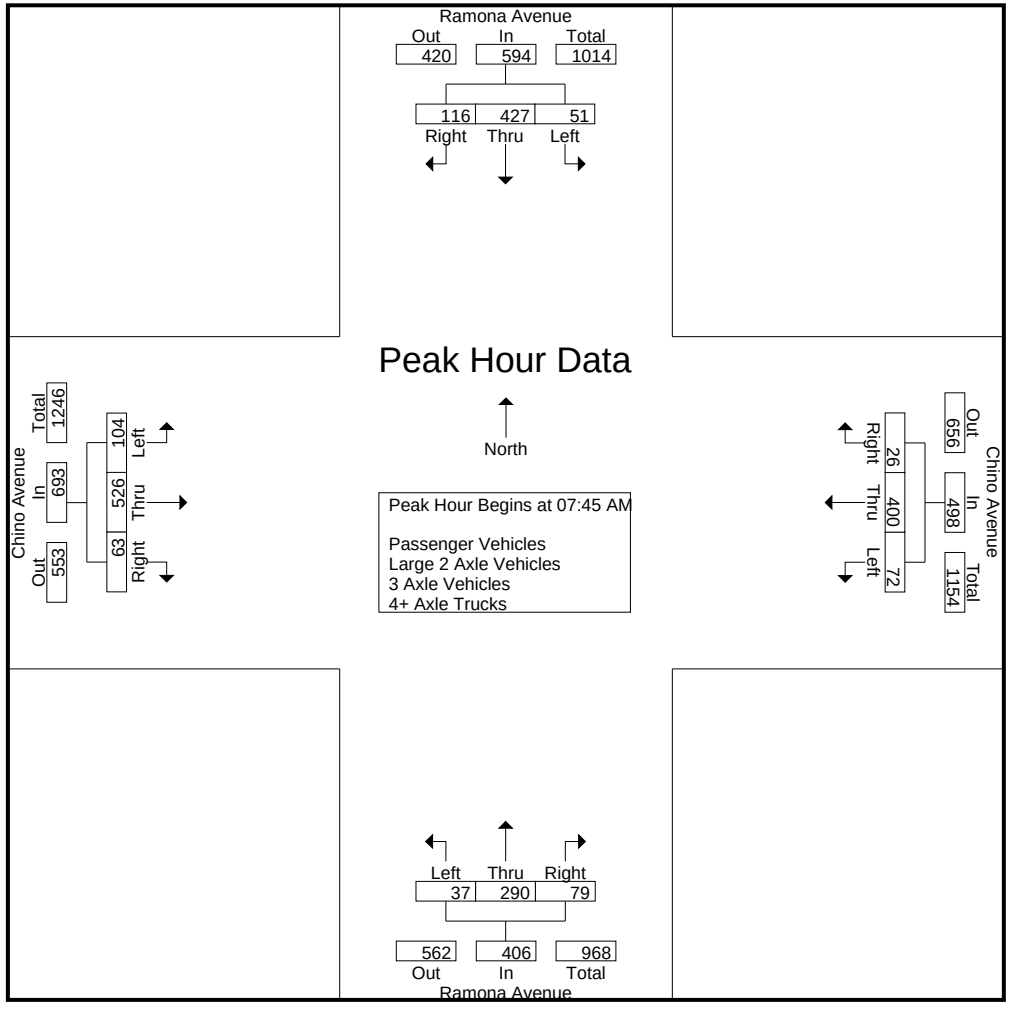
File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**16**	101	22	139	15	80	5	100	**11**	73	17	101	22	117	13	152	492
08:00 AM	13	95	33	141	13	113	5	131	7	39	13	59	16	130	16	162	493
08:15 AM	14	**142**	**44**	**200**	**24**	**127**	6	**157**	10	84	22	116	**36**	**161**	**21**	**218**	**691**
08:30 AM	8	89	17	114	20	80	**10**	110	9	**94**	**27**	**130**	30	118	13	161	515
Total Volume	51	427	116	594	72	400	26	498	37	290	79	406	104	526	63	693	2191
% App. Total	8.6	71.9	19.5		14.5	80.3	5.2		9.1	71.4	19.5		15	75.9	9.1		
PHF	.797	.752	.659	.743	.750	.787	.650	.793	.841	.771	.731	.781	.722	.817	.750	.795	.793

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				08:00 AM				07:45 AM				
+0 mins.	14	102	17	133	16	126	3	145	7	39	13	59	22	117	13	152	
+15 mins.	**16**	101	22	139	15	80	5	100	**10**	84	22	116	16	130	16	162	
+30 mins.	13	95	33	141	13	113	5	131	9	**94**	**27**	**130**	**36**	**161**	**21**	**218**	
+45 mins.	14	**142**	**44**	**200**	**24**	**127**	**6**	**157**	8	82	13	103	30	118	13	161	
Total Volume	57	440	116	613	68	446	19	533	34	299	75	408	104	526	63	693	
% App. Total	9.3	71.8	18.9		12.8	83.7	3.6		8.3	73.3	18.4		15	75.9	9.1		
PHF	.891	.775	.659	.766	.708	.878	.792	.849	.850	.795	.694	.785	.722	.817	.750	.795	

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City of Chino
N/S: Ramona Avenue
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File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
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Page No : 1

Groups Printed- Passenger Vehicles

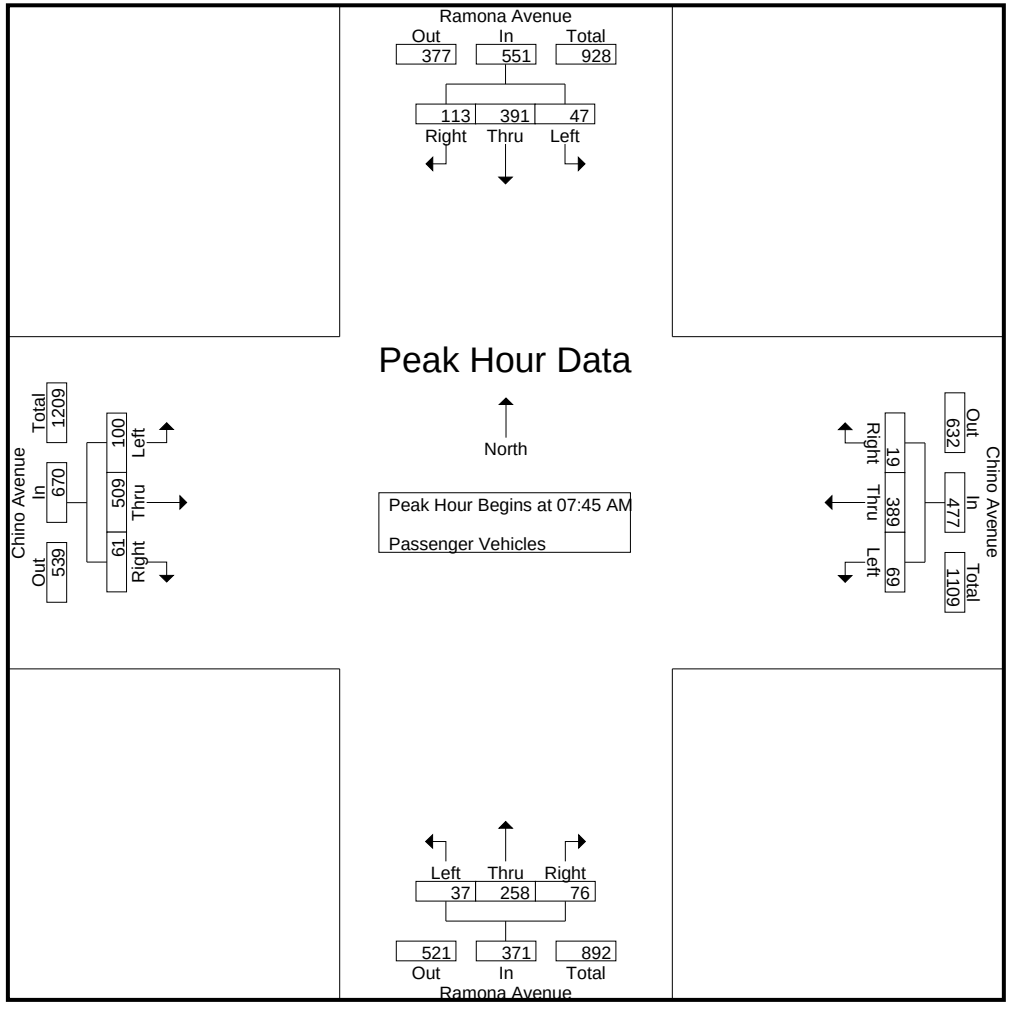
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	2	73	2	0	77	7	23	2	2	32	0	43	0	0	43	5	23	3	1	31	3	183	186
06:15 AM	7	60	7	3	74	5	20	2	1	27	0	33	5	1	38	14	23	6	3	43	8	182	190
06:30 AM	7	86	13	3	106	5	53	0	0	58	1	31	3	2	35	14	32	6	2	52	7	251	258
06:45 AM	5	127	11	1	143	10	52	1	0	63	0	46	1	0	47	16	52	7	2	75	3	328	331
Total	21	346	33	7	400	27	148	5	3	180	1	153	9	3	163	49	130	22	8	201	21	944	965
07:00 AM	6	79	14	8	99	6	58	4	2	68	3	49	9	1	61	14	35	5	0	54	11	282	293
07:15 AM	4	75	10	3	89	13	78	1	0	92	4	53	4	1	61	14	44	14	1	72	5	314	319
07:30 AM	13	98	17	7	128	16	123	2	1	141	3	68	7	1	78	17	96	9	3	122	12	469	481
07:45 AM	15	98	21	9	134	15	77	4	0	96	11	66	17	9	94	22	114	12	3	148	21	472	493
Total	38	350	62	27	450	50	336	11	3	397	21	236	37	12	294	67	289	40	7	396	49	1537	1586
08:00 AM	13	84	33	16	130	12	110	4	1	126	7	31	12	5	50	16	128	16	3	160	25	466	491
08:15 AM	12	130	42	11	184	24	124	4	1	152	10	77	20	5	107	36	155	20	2	211	19	654	673
08:30 AM	7	79	17	4	103	18	78	7	2	103	9	84	27	6	120	26	112	13	2	151	14	477	491
08:45 AM	5	111	17	5	133	13	51	6	1	70	7	75	12	1	94	12	69	15	3	96	10	393	403
Total	37	404	109	36	550	67	363	21	5	451	33	267	71	17	371	90	464	64	10	618	68	1990	2058
Grand Total	96	1100	204	70	1400	144	847	37	11	1028	55	656	117	32	828	206	883	126	25	1215	138	4471	4609
Apprch %	6.9	78.6	14.6			14	82.4	3.6			6.6	79.2	14.1			17	72.7	10.4					
Total %	2.1	24.6	4.6		31.3	3.2	18.9	0.8		23	1.2	14.7	2.6		18.5	4.6	19.7	2.8		27.2	3	97	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**15**	98	21	134	15	77	4	96	**11**	66	17	94	22	114	12	148	472
08:00 AM	13	84	33	130	12	110	4	126	7	31	12	50	16	128	16	160	466
08:15 AM	12	**130**	**42**	**184**	**24**	**124**	4	**152**	10	77	20	107	**36**	**155**	**20**	**211**	**654**
08:30 AM	7	79	17	103	18	78	**7**	103	9	**84**	**27**	**120**	26	112	13	151	477
Total Volume	47	391	113	551	69	389	19	477	37	258	76	371	100	509	61	670	2069
% App. Total	8.5	71	20.5		14.5	81.6	4		10	69.5	20.5		14.9	76	9.1		
PHF	.783	.752	.673	.749	.719	.784	.679	.785	.841	.768	.704	.773	.694	.821	.763	.794	.791

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

City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**15**	98	21	134	15	77	4	96	**11**	66	17	94	22	114	12	148	
+15 mins.	13	84	33	130	12	110	4	126	7	31	12	50	16	128	16	160	
+30 mins.	12	**130**	**42**	**184**	**24**	**124**	4	**152**	10	77	20	107	**36**	**155**	**20**	**211**	
+45 mins.	7	79	17	103	18	78	**7**	103	9	**84**	**27**	**120**	26	112	13	151	
Total Volume	47	391	113	551	69	389	19	477	37	258	76	371	100	509	61	670	
% App. Total	8.5	71	20.5		14.5	81.6	4		10	69.5	20.5		14.9	76	9.1		
PHF	.783	.752	.673	.749	.719	.784	.679	.785	.841	.768	.704	.773	.694	.821	.763	.794	

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

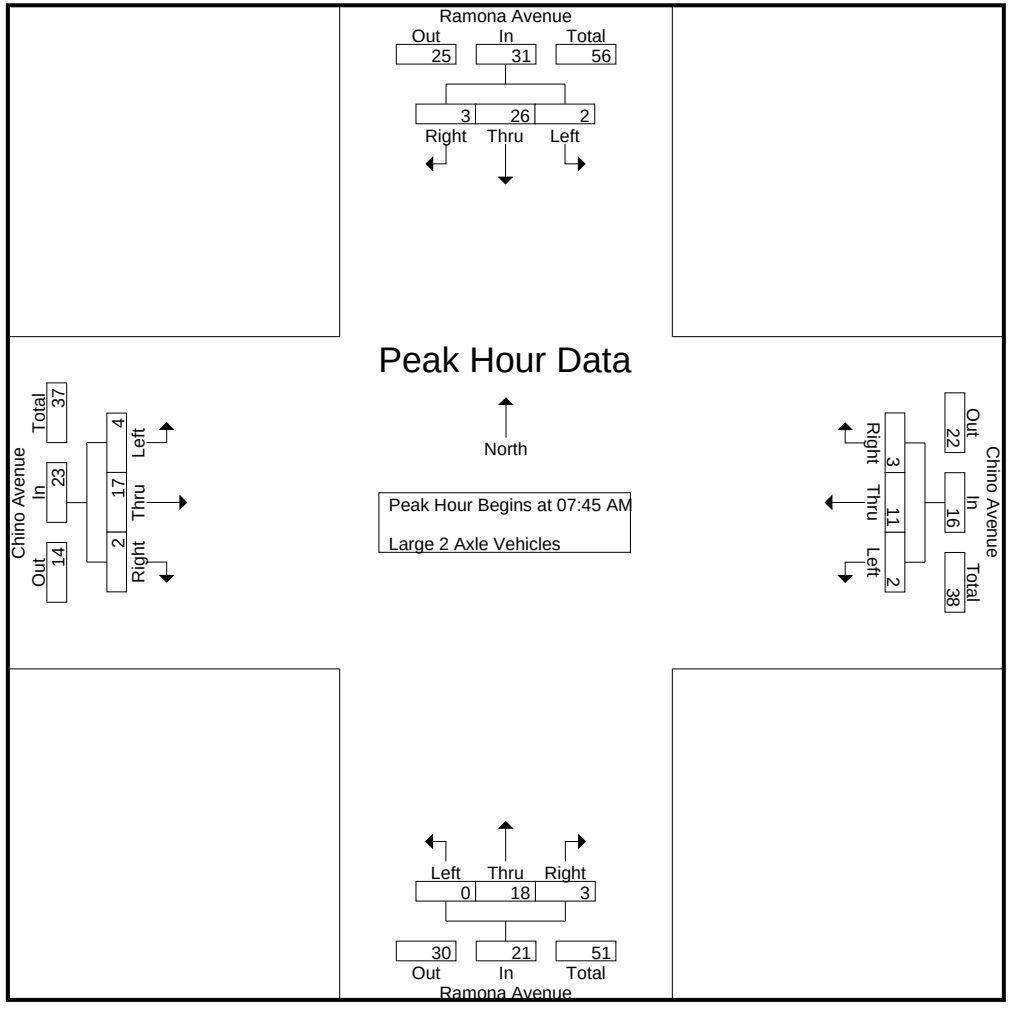
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	3	3	0	0	6	0	7	0	0	7	1	2	0	0	3	0	1	1	1	2	1	18	19
06:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	1	1	1	2	1	8	9
06:30 AM	1	7	0	0	8	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	0	15	15
06:45 AM	1	9	0	0	10	0	0	0	0	0	0	4	0	0	4	0	1	1	1	2	1	16	17
Total	5	24	0	0	29	1	10	0	0	11	1	9	0	0	10	0	4	3	3	7	3	57	60
07:00 AM	0	8	1	0	9	0	3	2	0	5	0	1	0	0	1	0	0	1	0	1	0	16	16
07:15 AM	1	3	0	0	4	2	2	0	0	4	0	9	1	0	10	1	1	0	0	2	0	20	20
07:30 AM	1	3	0	0	4	0	3	1	0	4	0	6	2	1	8	1	3	0	0	4	1	20	21
07:45 AM	0	3	1	0	4	0	3	0	0	3	0	4	0	0	4	0	3	1	0	4	0	15	15
Total	2	17	2	0	21	2	11	3	0	16	0	20	3	1	23	2	7	2	0	11	1	71	72
08:00 AM	0	7	0	0	7	1	3	0	0	4	0	5	1	0	6	0	2	0	0	2	0	19	19
08:15 AM	1	8	2	1	11	0	3	1	0	4	0	4	2	0	6	0	6	1	0	7	1	28	29
08:30 AM	1	8	0	0	9	1	2	2	2	5	0	5	0	0	5	4	6	0	0	10	2	29	31
08:45 AM	2	2	0	0	4	0	0	0	0	0	1	6	1	0	8	3	3	0	0	6	0	18	18
Total	4	25	2	1	31	2	8	3	2	13	1	20	4	0	25	7	17	1	0	25	3	94	97
Grand Total	11	66	4	1	81	5	29	6	2	40	2	49	7	1	58	9	28	6	3	43	7	222	229
Apprch %	13.6	81.5	4.9			12.5	72.5	15			3.4	84.5	12.1			20.9	65.1	14					
Total %	5	29.7	1.8		36.5	2.3	13.1	2.7		18	0.9	22.1	3.2		26.1	4.1	12.6	2.7		19.4	3.1	96.9	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	3	1	4	0	**3**	0	3	0	4	0	4	0	3	**1**	4	15
08:00 AM	0	7	0	7	**1**	3	0	4	0	**5**	1	**6**	0	2	0	2	19
08:15 AM	**1**	**8**	**2**	**11**	0	3	1	4	0	4	**2**	6	0	**6**	1	7	28
08:30 AM	1	8	0	9	1	2	**2**	**5**	0	5	0	5	**4**	6	0	**10**	**29**
Total Volume	2	26	3	31	2	11	3	16	0	18	3	21	4	17	2	23	91
% App. Total	6.5	83.9	9.7		12.5	68.8	18.8		0	85.7	14.3		17.4	73.9	8.7		
PHF	.500	.813	.375	.705	.500	.917	.375	.800	.000	.900	.375	.875	.250	.708	.500	.575	.784

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	3	1	4	0	**3**	0	3	0	4	0	4	0	3	**1**	4	
+15 mins.	0	7	0	7	**1**	3	0	4	0	**5**	1	**6**	0	2	0	2	
+30 mins.	**1**	**8**	**2**	**11**	0	3	1	4	0	4	**2**	6	0	**6**	1	7	
+45 mins.	1	8	0	9	1	2	**2**	**5**	0	5	0	5	**4**	6	0	**10**	
Total Volume	2	26	3	31	2	11	3	16	0	18	3	21	4	17	2	23	
% App. Total	6.5	83.9	9.7		12.5	68.8	18.8		0	85.7	14.3		17.4	73.9	8.7		
PHF	.500	.813	.375	.705	.500	.917	.375	.800	.000	.900	.375	.875	.250	.708	.500	.575	

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

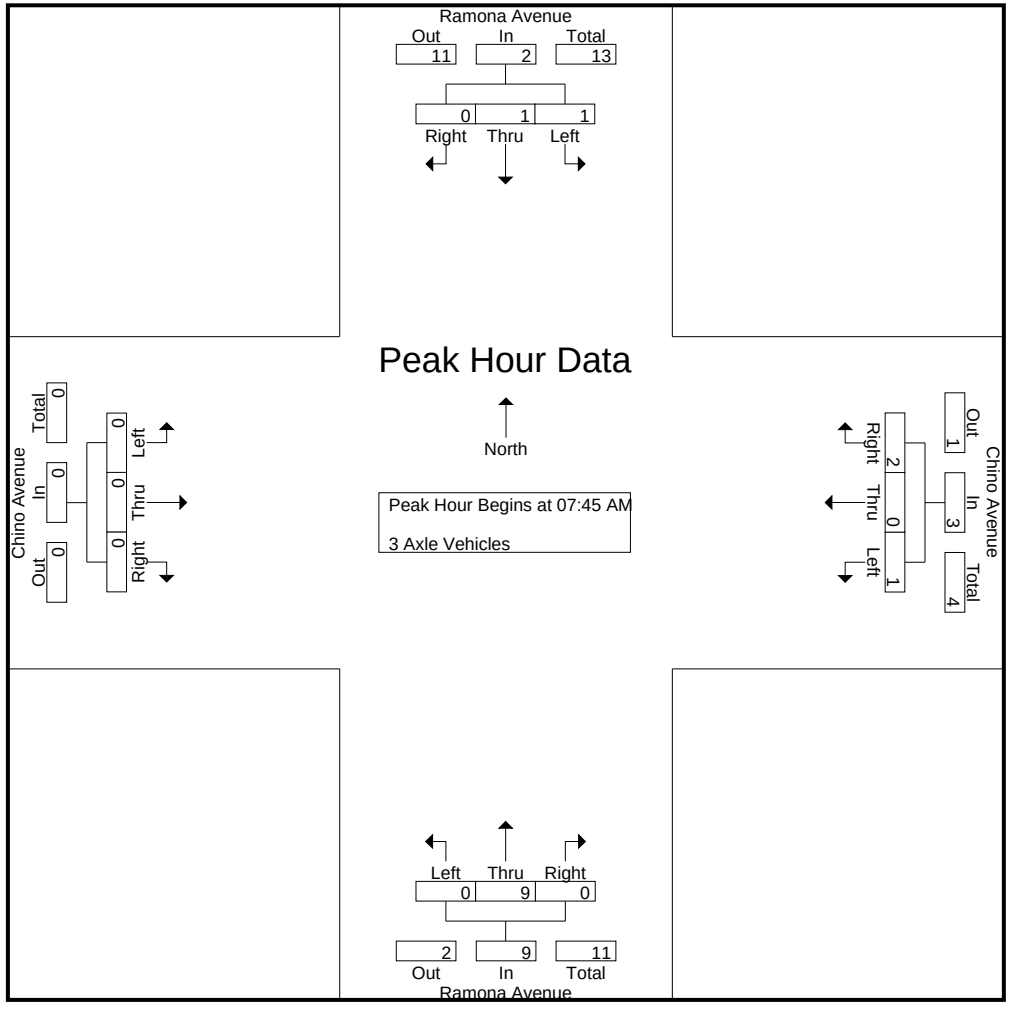
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
06:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	5
Total	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	13
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
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	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	1	2	0	0	3	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	0	10	10
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
08:15 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	5
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	5
08:45 AM	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	1	0	0	1	1	4	5
Total	1	2	0	0	3	1	0	2	1	3	0	9	0	0	9	0	1	0	0	1	1	16	17
Grand Total	3	10	0	0	13	1	0	3	1	4	0	20	1	0	21	0	1	0	0	1	1	39	40
Apprch %	23.1	76.9	0			25	0	75			0	95.2	4.8			0	100	0					
Total %	7.7	25.6	0		33.3	2.6	0	7.7		10.3	0	51.3	2.6		53.8	0	2.6	0		2.6	2.5	97.5	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:15 AM	**1**	**1**	0	**2**	0	0	0	0	0	3	0	3	0	0	0	0	**5**
08:30 AM	0	0	0	0	**1**	0	0	1	0	**4**	0	**4**	0	0	0	0	5
Total Volume	1	1	0	2	1	0	2	3	0	9	0	9	0	0	0	0	14
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	0	0		
PHF	.250	.250	.000	.250	.250	.000	.500	.750	.000	.563	.000	.563	.000	.000	.000	.000	.700

Counts Unlimited, Inc.
PO Box 1178
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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	1	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	
+30 mins.	**1**	**1**	0	**2**	0	0	0	0	0	3	0	3	0	0	0	0	
+45 mins.	0	0	0	0	**1**	0	0	1	0	**4**	0	**4**	0	0	0	0	
Total Volume	1	1	0	2	1	0	2	3	0	9	0	9	0	0	0	0	
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	0	0		
PHF	.250	.250	.000	.250	.250	.000	.500	.750	.000	.563	.000	.563	.000	.000	.000	.000	

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

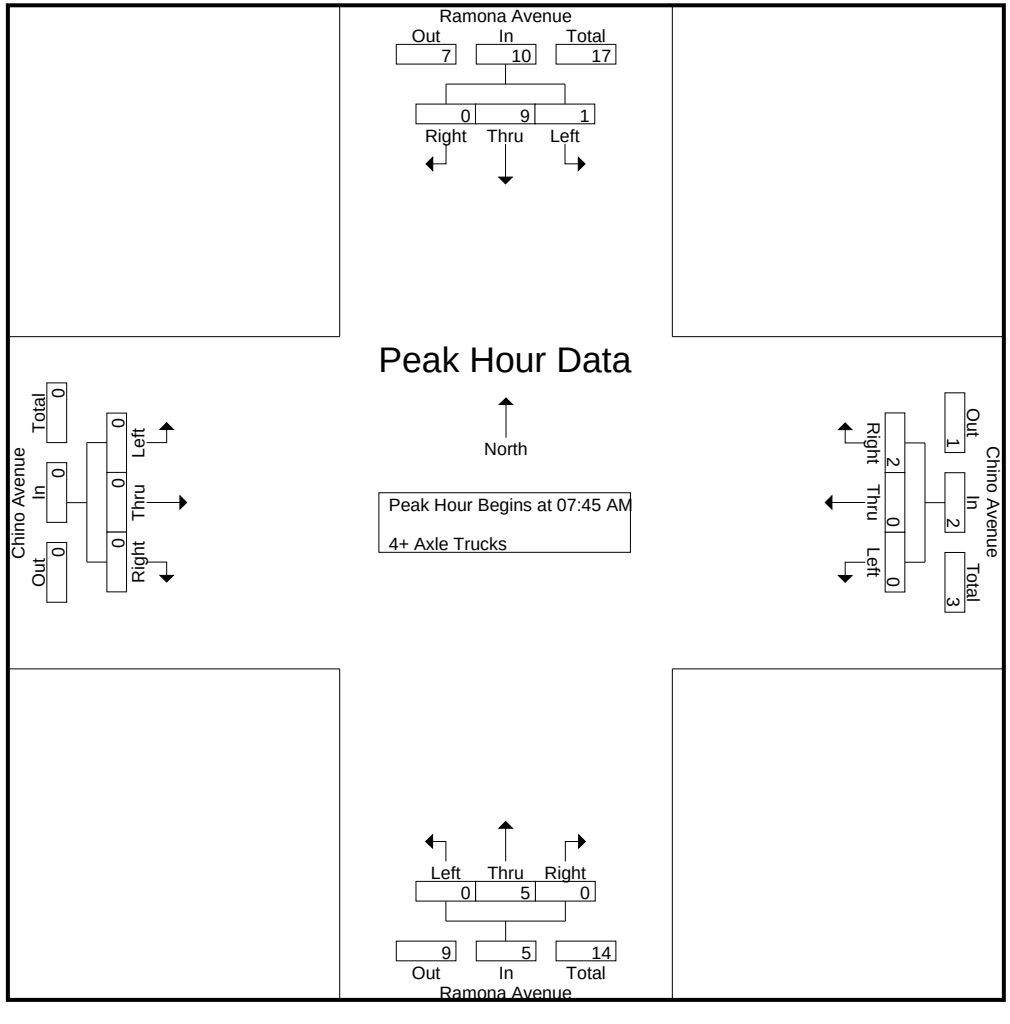
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
06:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	5	5
Total	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	8	8
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
07:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	1	2	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	8	8
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	6
08:15 AM	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
08:30 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	12	0	0	12	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	17	17
Grand Total	2	17	0	0	19	1	0	3	0	4	0	9	0	0	9	0	1	0	0	1	0	33	33
Apprch %	10.5	89.5	0			25	0	75			0	100	0			0	100	0					
Total %	6.1	51.5	0		57.6	3	0	9.1		12.1	0	27.3	0		27.3	0	3	0		3	0	100	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0	**6**
08:15 AM	0	3	0	3	0	0	**1**	**1**	0	0	0	0	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Total Volume	1	9	0	10	0	0	2	2	0	5	0	5	0	0	0	0	17
% App. Total	10	90	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.563	.000	.625	.000	.000	.500	.500	.000	.625	.000	.625	.000	.000	.000	.000	.708

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
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File Name : 02_CHN_Ram_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**1**	0	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0	
+30 mins.	0	3	0	3	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	
Total Volume	1	9	0	10	0	0	2	2	0	5	0	5	0	0	0	0	
% App. Total	10	90	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.563	.000	.625	.000	.000	.500	.500	.000	.625	.000	.625	.000	.000	.000	.000	

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City of Chino
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File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	95	21	6	123	10	100	10	2	120	10	78	11	2	99	25	141	9	2	175	12	517	529
04:15 PM	6	82	15	6	103	11	93	7	1	111	7	110	12	1	129	22	139	14	2	175	10	518	528
04:30 PM	6	90	21	6	117	10	123	8	0	141	11	126	20	3	157	24	135	8	1	167	10	582	592
04:45 PM	10	97	21	3	128	8	96	9	1	113	7	104	20	1	131	24	142	14	2	180	7	552	559
Total	29	364	78	21	471	39	412	34	4	485	35	418	63	7	516	95	557	45	7	697	39	2169	2208
05:00 PM	3	72	22	7	97	15	130	10	0	155	21	135	12	0	168	23	127	4	0	154	7	574	581
05:15 PM	10	92	37	5	139	6	100	7	0	113	16	106	17	4	139	23	142	13	2	178	11	569	580
05:30 PM	8	100	23	7	131	10	93	5	0	108	19	104	14	4	137	22	130	3	0	155	11	531	542
05:45 PM	4	97	31	5	132	7	91	7	2	105	5	89	16	3	110	20	131	11	3	162	13	509	522
Total	25	361	113	24	499	38	414	29	2	481	61	434	59	11	554	88	530	31	5	649	42	2183	2225
06:00 PM	2	71	28	9	101	12	73	3	0	88	11	118	21	1	150	22	98	4	0	124	10	463	473
06:15 PM	6	82	17	7	105	6	63	2	0	71	6	87	7	4	100	29	91	8	0	128	11	404	415
06:30 PM	8	66	23	12	97	8	62	4	1	74	4	72	12	1	88	25	89	4	0	118	14	377	391
06:45 PM	5	68	16	4	89	8	65	8	2	81	8	83	8	2	99	20	76	6	2	102	10	371	381
Total	21	287	84	32	392	34	263	17	3	314	29	360	48	8	437	96	354	22	2	472	45	1615	1660
Grand Total	75	1012	275	77	1362	111	1089	80	9	1280	125	1212	170	26	1507	279	1441	98	14	1818	126	5967	6093
Apprch %	5.5	74.3	20.2			8.7	85.1	6.2			8.3	80.4	11.3			15.3	79.3	5.4					
Total %	1.3	17	4.6		22.8	1.9	18.3	1.3		21.5	2.1	20.3	2.8		25.3	4.7	24.1	1.6		30.5	2.1	97.9	
Passenger Vehicles	69	949	272		1366	110	1072	75		1266	124	1151	162		1461	273	1414	96		1795	0	0	5888
% Passenger Vehicles	92	93.8	98.9	98.7	94.9	99.1	98.4	93.8	100	98.2	99.2	95	95.3	92.3	95.3	97.8	98.1	98	85.7	98	0	0	96.6
Large 2 Axle Vehicles	5	23	3		32	1	15	3		19	1	27	7		36	6	26	1		34	0	0	121
% Large 2 Axle Vehicles	6.7	2.3	1.1	1.3	2.2	0.9	1.4	3.8	0	1.5	0.8	2.2	4.1	3.8	2.3	2.2	1.8	1	7.1	1.9	0	0	2
3 Axle Vehicles	1	30	0		31	0	1	1		2	0	16	0		16	0	0	0		0	0	0	49
% 3 Axle Vehicles	1.3	3	0	0	2.2	0	0.1	1.2	0	0.2	0	1.3	0	0	1	0	0	0	0	0	0	0	0.8
4+ Axle Trucks	0	10	0		10	0	1	1		2	0	18	1		20	0	1	1		3	0	0	35
% 4+ Axle Trucks	0	1	0	0	0.7	0	0.1	1.2	0	0.2	0	1.5	0.6	3.8	1.3	0	0.1	1	7.1	0.2	0	0	0.6

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E/W: Chino Avenue
Weather: Clear

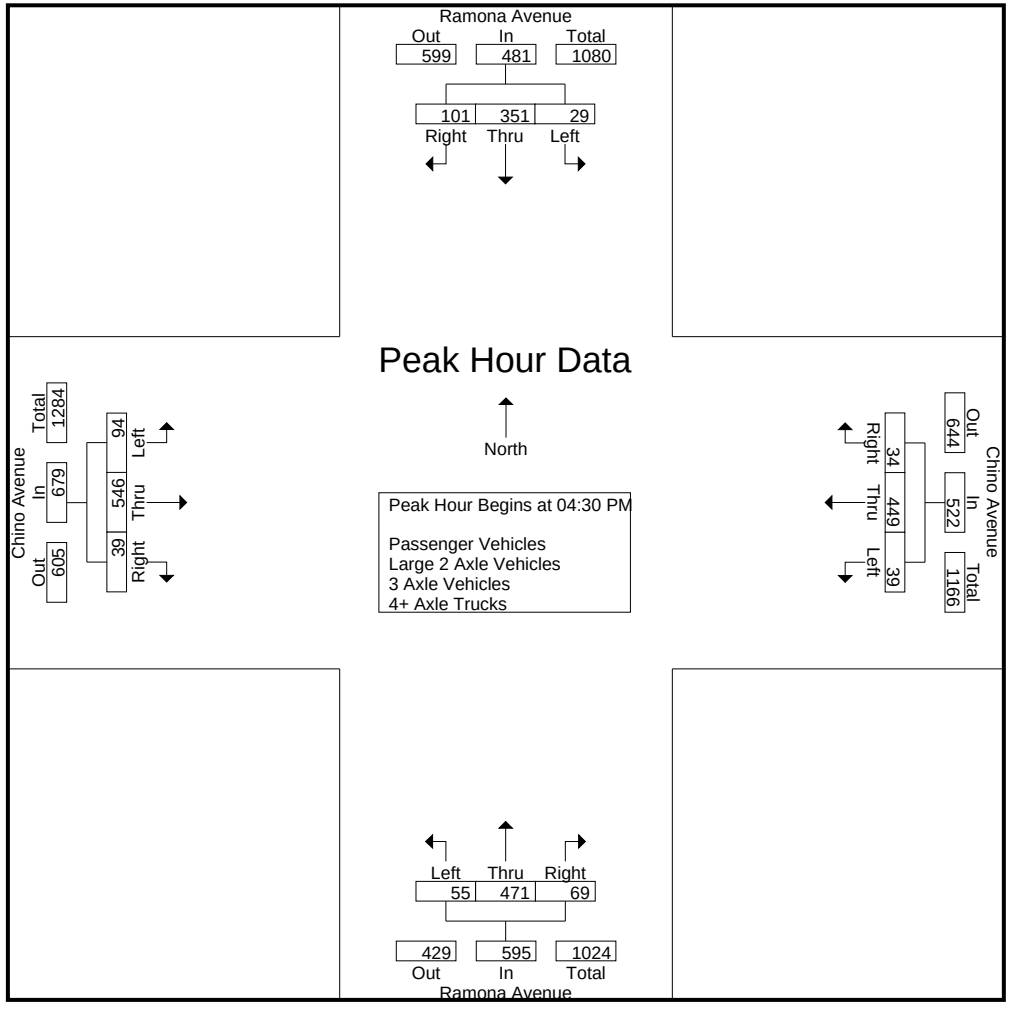
File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	6	90	21	117	10	123	8	141	11	126	**20**	157	**24**	135	8	167	**582**
04:45 PM	**10**	**97**	21	128	8	96	9	113	7	104	20	131	24	**142**	**14**	**180**	552
05:00 PM	3	72	22	97	**15**	**130**	**10**	**155**	**21**	**135**	12	**168**	23	127	4	154	574
05:15 PM	10	92	**37**	**139**	6	100	7	113	16	106	17	139	23	142	13	178	569
Total Volume	29	351	101	481	39	449	34	522	55	471	69	595	94	546	39	679	2277
% App. Total	6	73	21		7.5	86	6.5		9.2	79.2	11.6		13.8	80.4	5.7		
PHF	.725	.905	.682	.865	.650	.863	.850	.842	.655	.872	.863	.885	.979	.961	.696	.943	.978

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File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:15 PM				04:30 PM				04:30 PM				04:00 PM				
+0 mins.	**10**	92	**37**	**139**	10	123	8	141	11	126	**20**	157	**25**	141	9	175	
+15 mins.	8	**100**	23	131	8	96	9	113	7	104	20	131	22	139	**14**	175	
+30 mins.	4	97	31	132	**15**	**130**	**10**	**155**	**21**	**135**	12	**168**	24	135	8	167	
+45 mins.	2	71	28	101	6	100	7	113	16	106	17	139	24	**142**	14	**180**	
Total Volume	24	360	119	503	39	449	34	522	55	471	69	595	95	557	45	697	
% App. Total	4.8	71.6	23.7		7.5	86	6.5		9.2	79.2	11.6		13.6	79.9	6.5		
PHF	.600	.900	.804	.905	.650	.863	.850	.842	.655	.872	.863	.885	.950	.981	.804	.968	

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City of Chino
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File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- Passenger Vehicles

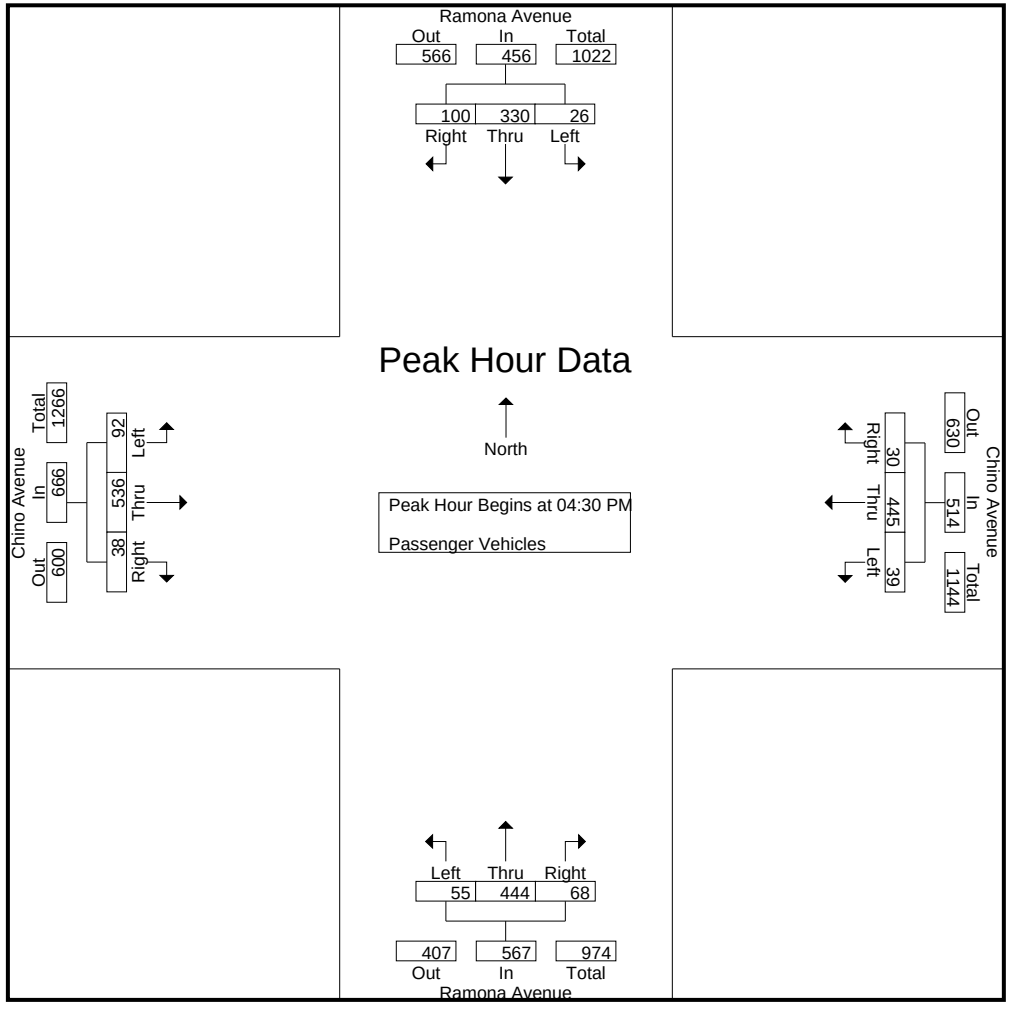
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	7	89	21	6	117	10	97	10	2	117	10	70	10	2	90	23	134	9	2	166	12	490	502
04:15 PM	5	69	14	5	88	11	88	7	1	106	7	104	10	1	121	21	137	13	1	171	8	486	494
04:30 PM	4	87	21	6	112	10	122	7	0	139	11	119	20	3	150	22	132	8	1	162	10	563	573
04:45 PM	10	88	20	3	118	8	95	9	1	112	7	91	19	0	117	24	139	14	2	177	6	524	530
Total	26	333	76	20	435	39	402	33	4	474	35	384	59	6	478	90	542	44	6	676	36	2063	2099
05:00 PM	3	68	22	7	93	15	130	9	0	154	21	132	12	0	165	23	125	4	0	152	7	564	571
05:15 PM	9	87	37	5	133	6	98	5	0	109	16	102	17	4	135	23	140	12	1	175	10	552	562
05:30 PM	7	98	23	7	128	10	91	4	0	105	18	100	13	3	131	22	129	3	0	154	10	518	528
05:45 PM	4	88	31	5	123	7	91	7	2	105	5	86	15	3	106	20	129	11	3	160	13	494	507
Total	23	341	113	24	477	38	410	25	2	473	60	420	57	10	537	88	523	30	4	641	40	2128	2168
06:00 PM	2	68	28	9	98	11	73	3	0	87	11	113	20	1	144	22	96	4	0	122	10	451	461
06:15 PM	5	77	16	7	98	6	61	2	0	69	6	84	6	4	96	29	90	8	0	127	11	390	401
06:30 PM	8	63	23	12	94	8	61	4	1	73	4	67	12	1	83	25	87	4	0	116	14	366	380
06:45 PM	5	67	16	4	88	8	65	8	2	81	8	83	8	2	99	19	76	6	2	101	10	369	379
Total	20	275	83	32	378	33	260	17	3	310	29	347	46	8	422	95	349	22	2	466	45	1576	1621
Grand Total	69	949	272	76	1290	110	1072	75	9	1257	124	1151	162	24	1437	273	1414	96	12	1783	121	5767	5888
Apprch %	5.3	73.6	21.1			8.8	85.3	6			8.6	80.1	11.3			15.3	79.3	5.4					
Total %	1.2	16.5	4.7		22.4	1.9	18.6	1.3		21.8	2.2	20	2.8		24.9	4.7	24.5	1.7		30.9	2.1	97.9	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	87	21	112	10	122	7	139	11	119	**20**	150	22	132	8	162	563
04:45 PM	**10**	**88**	20	118	8	95	**9**	112	7	91	19	117	**24**	139	**14**	**177**	524
05:00 PM	3	68	22	93	**15**	**130**	9	**154**	**21**	**132**	12	**165**	23	125	4	152	**564**
05:15 PM	9	87	**37**	**133**	6	98	5	109	16	102	17	135	23	**140**	12	175	552
Total Volume	26	330	100	456	39	445	30	514	55	444	68	567	92	536	38	666	2203
% App. Total	5.7	72.4	21.9		7.6	86.6	5.8		9.7	78.3	12		13.8	80.5	5.7		
PHF	.650	.938	.676	.857	.650	.856	.833	.834	.655	.841	.850	.859	.958	.957	.679	.941	.977

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City of Chino
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File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	4	87	21	112	10	122	7	139	11	119	**20**	150	22	132	8	162	
+15 mins.	**10**	**88**	20	118	8	95	**9**	112	7	91	19	117	**24**	139	**14**	**177**	
+30 mins.	3	68	22	93	**15**	**130**	9	**154**	**21**	**132**	12	**165**	23	125	4	152	
+45 mins.	9	87	**37**	**133**	6	98	5	109	16	102	17	135	23	**140**	12	175	
Total Volume	26	330	100	456	39	445	30	514	55	444	68	567	92	536	38	666	
% App. Total	5.7	72.4	21.9		7.6	86.6	5.8		9.7	78.3	12		13.8	80.5	5.7		
PHF	.650	.938	.676	.857	.650	.856	.833	.834	.655	.841	.850	.859	.958	.957	.679	.941	

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File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

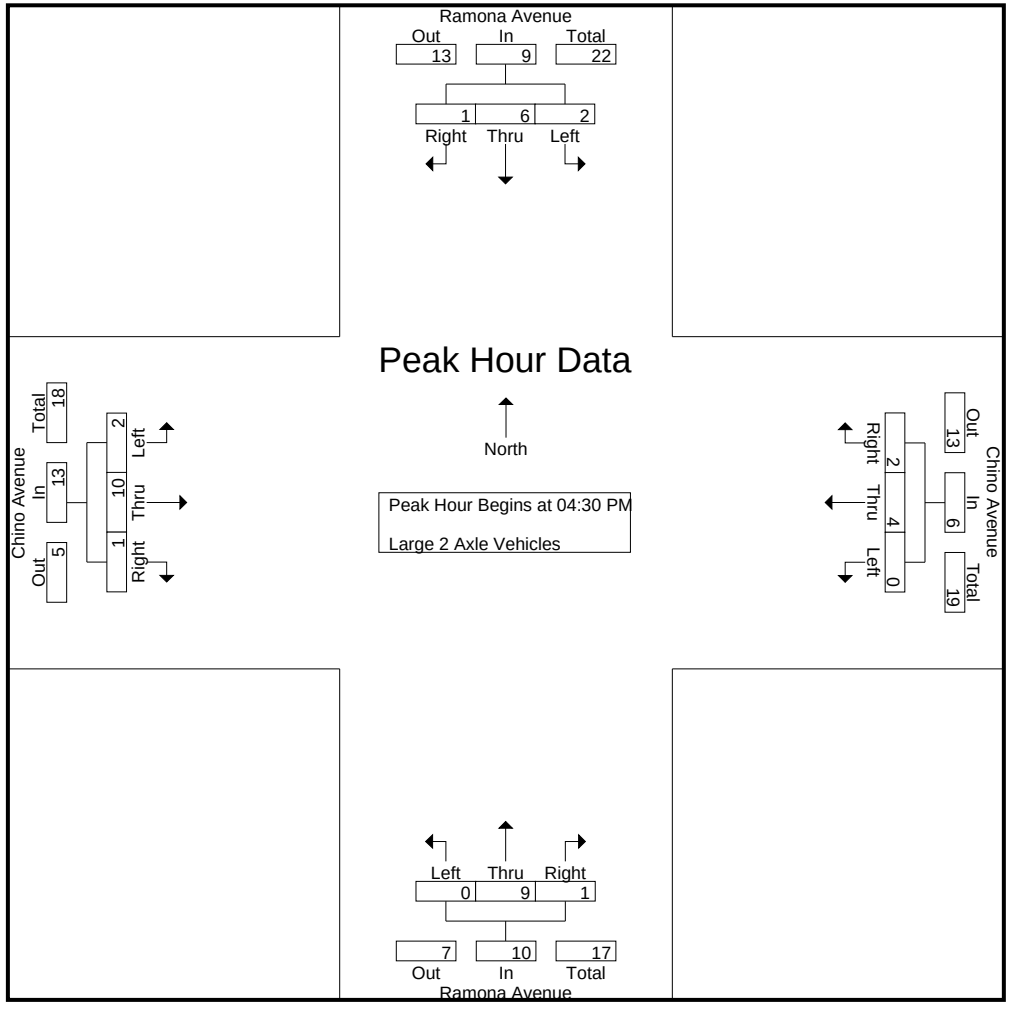
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	2	0	0	2	0	4	1	0	5	2	6	0	0	8	0	18	18
04:15 PM	1	8	1	1	10	0	4	0	0	4	0	3	2	0	5	1	2	0	0	3	1	22	23
04:30 PM	1	1	0	0	2	0	1	1	0	2	0	2	0	0	2	2	3	0	0	5	0	11	11
04:45 PM	0	2	1	0	3	0	1	0	0	1	0	3	1	1	4	0	3	0	0	3	1	11	12
Total	2	14	2	1	18	0	8	1	0	9	0	12	4	1	16	5	14	0	0	19	2	62	64
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	5	5
05:15 PM	1	1	0	0	2	0	2	1	0	3	0	3	0	0	3	0	2	1	1	3	1	11	12
05:30 PM	1	1	0	0	2	0	2	1	0	3	1	2	0	0	3	0	1	0	0	1	0	9	9
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	5	5
Total	2	5	0	0	7	0	4	2	0	6	1	7	1	0	9	0	7	1	1	8	1	30	31
06:00 PM	0	1	0	0	1	1	0	0	0	1	0	3	1	0	4	0	2	0	0	2	0	8	8
06:15 PM	1	2	1	0	4	0	2	0	0	2	0	3	1	0	4	0	1	0	0	1	0	11	11
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	5	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	1	4	1	0	6	1	3	0	0	4	0	8	2	0	10	1	5	0	0	6	0	26	26
Grand Total	5	23	3	1	31	1	15	3	0	19	1	27	7	1	35	6	26	1	1	33	3	118	121
Apprch %	16.1	74.2	9.7			5.3	78.9	15.8			2.9	77.1	20			18.2	78.8	3					
Total %	4.2	19.5	2.5		26.3	0.8	12.7	2.5		16.1	0.8	22.9	5.9		29.7	5.1	22	0.8		28	2.5	97.5	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	1	0	2	0	1	**1**	2	0	2	0	2	**2**	**3**	0	**5**	**11**
04:45 PM	0	**2**	**1**	**3**	0	1	0	1	0	**3**	**1**	**4**	0	3	0	3	11
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	0	2	5
05:15 PM	1	1	0	2	0	**2**	1	**3**	0	3	0	3	0	2	**1**	3	11
Total Volume	2	6	1	9	0	4	2	6	0	9	1	10	2	10	1	13	38
% App. Total	22.2	66.7	11.1		0	66.7	33.3		0	90	10		15.4	76.9	7.7		
PHF	.500	.750	.250	.750	.000	.500	.500	.500	.000	.750	.250	.625	.250	.833	.250	.650	.864

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

City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**1**	1	0	2	0	1	**1**	2	0	2	0	2	**2**	**3**	0	**5**	
+15 mins.	0	**2**	**1**	**3**	0	1	0	1	0	**3**	**1**	**4**	0	3	0	3	
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	2	0	2	
+45 mins.	1	1	0	2	0	**2**	1	**3**	0	3	0	3	0	2	**1**	3	
Total Volume	2	6	1	9	0	4	2	6	0	9	1	10	2	10	1	13	
% App. Total	22.2	66.7	11.1		0	66.7	33.3		0	90	10		15.4	76.9	7.7		
PHF	.500	.750	.250	.750	.000	.500	.500	.500	.000	.750	.250	.625	.250	.833	.250	.650	

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

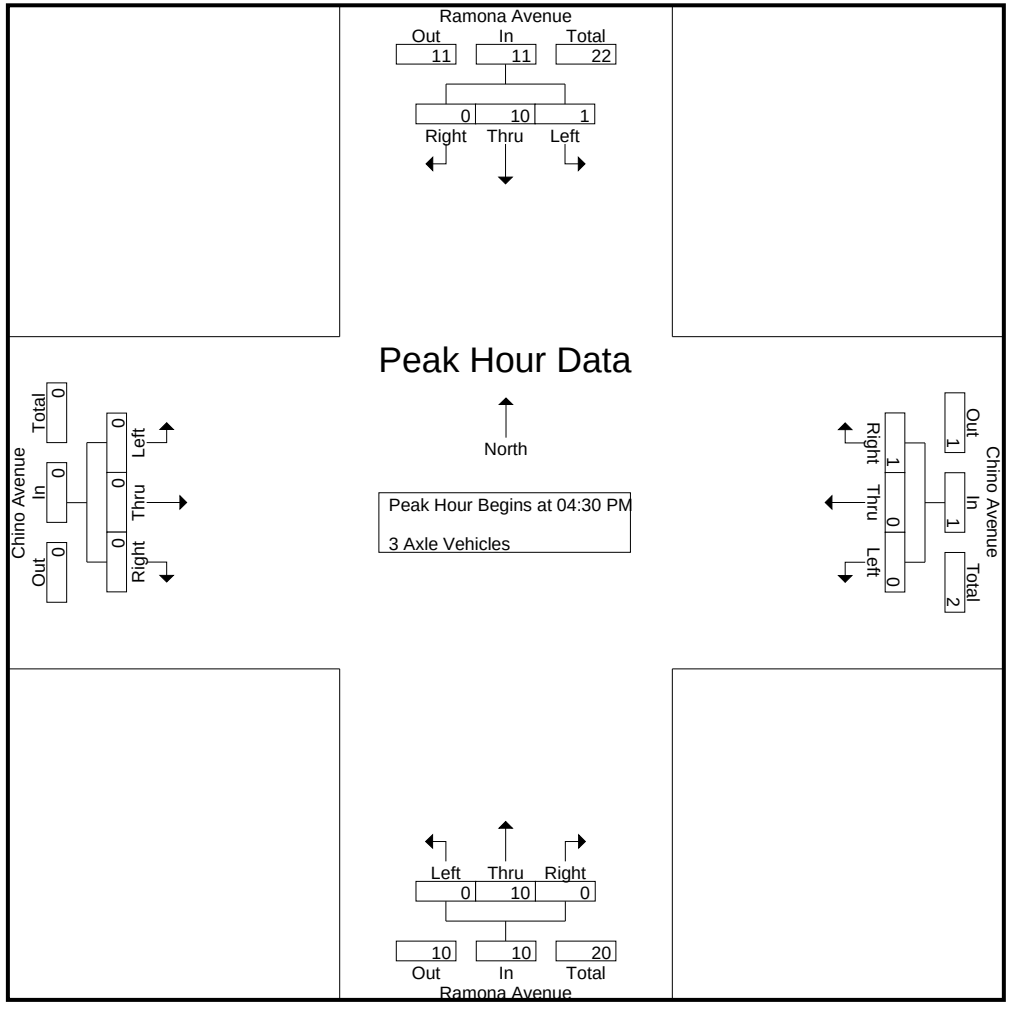
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
04:15 PM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	6
04:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	14
Total	1	12	0	0	13	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	0	27	27
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Total	0	11	0	0	11	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	13	13
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	9
Grand Total	1	30	0	0	31	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	0	49	49
Apprch %	3.2	96.8	0			0	50	50			0	100	0			0	0	0					
Total %	2	61.2	0		63.3	0	2	2		4.1	0	32.7	0		32.7	0	0	0		0	0	100	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	**6**	0	**6**	0	0	0	0	0	**8**	0	**8**	0	0	0	0	**14**
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0	4
Total Volume	1	10	0	11	0	0	1	1	0	10	0	10	0	0	0	0	22
% App. Total	9.1	90.9	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.417	.000	.458	.000	.000	.250	.250	.000	.313	.000	.313	.000	.000	.000	.000	.393

Counts Unlimited, Inc.
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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for 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	1	0	1	0	0	0	0	
+15 mins.	0	**6**	0	**6**	0	0	0	0	0	**8**	0	**8**	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	2	0	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0	
Total Volume	1	10	0	11	0	0	1	1	0	10	0	10	0	0	0	0	
% App. Total	9.1	90.9	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.417	.000	.458	.000	.000	.250	.250	.000	.313	.000	.313	.000	.000	.000	.000	

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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

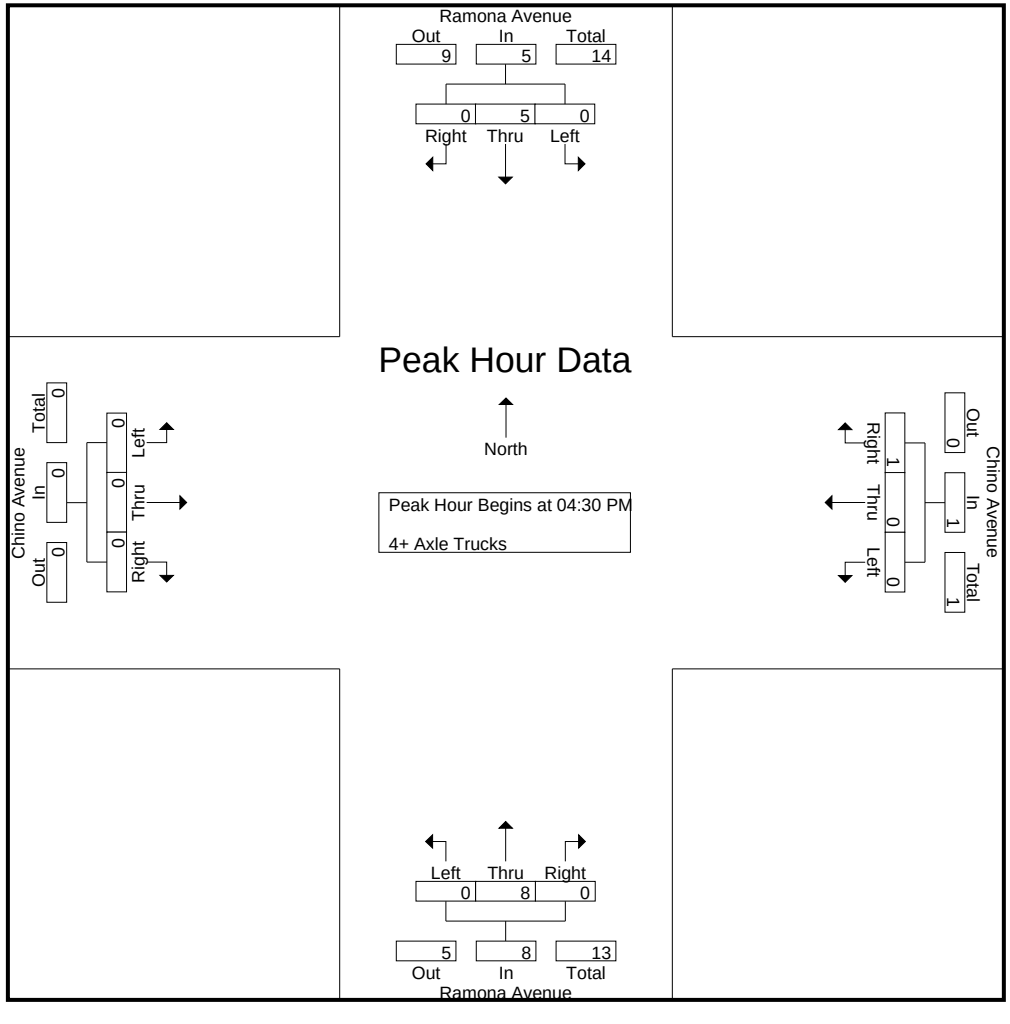
	Ramona Avenue Southbound					Chino Avenue Westbound					Ramona Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	5	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	4	5
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	0	5	0	0	5	0	1	0	0	1	0	9	0	0	9	0	1	1	1	2	1	17	18
05:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	1	3	0	0	0	0	0	1	4	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	1	0	1	0	6	1	1	7	0	0	0	0	0	1	12	13
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	4
Grand Total	0	10	0	0	10	0	1	1	0	2	0	18	1	1	19	0	1	1	1	2	2	33	35
Apprch %	0	100	0			0	50	50			0	94.7	5.3			0	50	50					
Total %	0	30.3	0		30.3	0	3	3		6.1	0	54.5	3		57.6	0	3	3		6.1	5.7	94.3	

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	**1**	**1**	0	2	0	2	0	0	0	0	4
05:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	1	1	0	8	0	8	0	0	0	0	14
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.700

Counts Unlimited, Inc.
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Corona, CA 92878
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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 02_CHN_Ram_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Chino Avenue Westbound				Ramona Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for 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	**4**	0	**4**	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
+30 mins.	0	1	0	1	0	0	**1**	**1**	0	2	0	2	0	0	0	0	
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	5	0	5	0	0	1	1	0	8	0	8	0	0	0	0	
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	

Location: Chino
N/S: Ramona Avenue
E/W: Chino Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Ramona Avenue	East Leg Chino Avenue	South Leg Ramona Avenue	West Leg Chino Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	0	1	1	2
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	1	2	3	0	6
8:15 AM	4	1	0	0	5
8:30 AM	0	1	0	0	1
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	5	4	5	3	17

	North Leg Ramona Avenue	East Leg Chino Avenue	South Leg Ramona Avenue	West Leg Chino Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	2	0	1	0	3
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	0	2
5:45 PM	2	0	0	0	2
6:00 PM	0	1	0	0	1
6:15 PM	0	0	0	0	0
6:30 PM	0	0	1	0	1
6:45 PM	1	0	0	0	1
TOTAL VOLUMES:	7	1	3	0	11

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Location: Chino
N/S: Ramona Avenue
E/W: Chino Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Ramona Avenue			Westbound Chino Avenue			Northbound Ramona Avenue			Eastbound Chino Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	3	0	0	8	0	0	0	0	0	2	0	13

	Southbound Ramona Avenue			Westbound Chino Avenue			Northbound Ramona Avenue			Eastbound Chino Avenue			
	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	1	0	2
4:15 PM	0	0	0	0	0	0	2	1	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	4	0	0	2	0	2	2	0	0	3	2	15

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	81	5	0	91	6	54	4	2	64	0	45	6	3	51	1	39	1	0	41	5	247	252
06:15 AM	8	54	9	2	71	11	74	2	1	87	1	33	5	3	39	1	48	5	1	54	7	251	258
06:30 AM	10	74	21	1	105	13	75	1	0	89	3	37	3	1	43	2	32	11	3	45	5	282	287
06:45 AM	20	113	16	2	149	15	84	8	1	107	2	44	3	1	49	1	54	10	3	65	7	370	377
Total	43	322	51	5	416	45	287	15	4	347	6	159	17	8	182	5	173	27	7	205	24	1150	1174
07:00 AM	5	57	17	5	79	16	97	4	3	117	1	54	9	3	64	4	53	2	2	59	13	319	332
07:15 AM	9	91	11	5	111	11	112	12	3	135	4	50	7	0	61	5	46	10	4	61	12	368	380
07:30 AM	11	88	15	4	114	11	137	7	1	155	7	83	8	0	98	5	54	10	2	69	7	436	443
07:45 AM	15	73	22	4	110	32	159	12	2	203	5	76	16	4	97	4	117	10	5	131	15	541	556
Total	40	309	65	18	414	70	505	35	9	610	17	263	40	7	320	18	270	32	13	320	47	1664	1711
08:00 AM	17	86	29	4	132	21	156	17	3	194	8	53	18	8	79	8	107	17	4	132	19	537	556
08:15 AM	17	114	27	2	158	19	153	19	2	191	11	75	17	5	103	16	122	21	9	159	18	611	629
08:30 AM	10	78	10	2	98	13	135	17	4	165	4	74	20	8	98	13	111	12	3	136	17	497	514
08:45 AM	14	93	28	12	135	22	104	15	10	141	4	74	22	5	100	6	73	8	2	87	29	463	492
Total	58	371	94	20	523	75	548	68	19	691	27	276	77	26	380	43	413	58	18	514	83	2108	2191
Grand Total	141	1002	210	43	1353	190	1340	118	32	1648	50	698	134	41	882	66	856	117	38	1039	154	4922	5076
Apprch %	10.4	74.1	15.5			11.5	81.3	7.2			5.7	79.1	15.2			6.4	82.4	11.3					
Total %	2.9	20.4	4.3		27.5	3.9	27.2	2.4		33.5	1	14.2	2.7		17.9	1.3	17.4	2.4		21.1	3	97	
Passenger Vehicles	114	947	204		1308	172	1265	82		1542	43	648	123		851	62	829	109		1036	0	0	4737
% Passenger Vehicles	80.9	94.5	97.1	100	93.7	90.5	94.4	69.5	71.9	91.8	86	92.8	91.8	90.2	92.2	93.9	96.8	93.2	94.7	96.2	0	0	93.3
Large 2 Axle Vehicles	13	36	5		54	11	42	22		82	2	34	8		48	3	14	3		20	0	0	204
% Large 2 Axle Vehicles	9.2	3.6	2.4	0	3.9	5.8	3.1	18.6	21.9	4.9	4	4.9	6	9.8	5.2	4.5	1.6	2.6	0	1.9	0	0	4
3 Axle Vehicles	7	6	1		14	3	10	10		25	1	8	2		11	0	8	0		8	0	0	58
% 3 Axle Vehicles	5	0.6	0.5	0	1	1.6	0.7	8.5	6.2	1.5	2	1.1	1.5	0	1.2	0	0.9	0	0	0.7	0	0	1.1
4+ Axle Trucks	7	13	0		20	4	23	4		31	4	8	1		13	1	5	5		13	0	0	77
% 4+ Axle Trucks	5	1.3	0	0	1.4	2.1	1.7	3.4	0	1.8	8	1.1	0.7	0	1.4	1.5	0.6	4.3	5.3	1.2	0	0	1.5

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

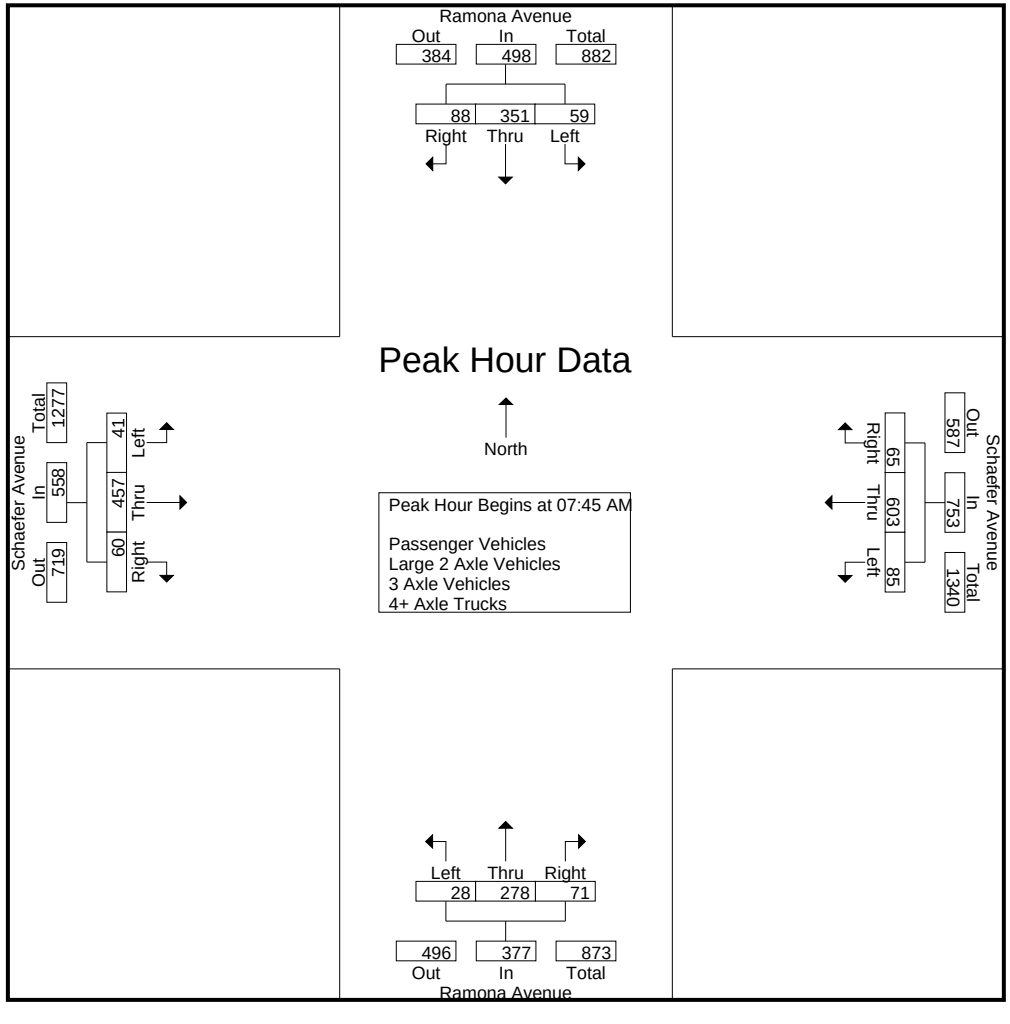
File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	73	22	110	**32**	**159**	12	**203**	5	**76**	16	97	4	117	10	131	541
08:00 AM	**17**	86	**29**	132	21	156	17	194	8	53	18	79	8	107	17	132	537
08:15 AM	17	**114**	27	**158**	19	153	**19**	191	**11**	75	17	**103**	**16**	**122**	**21**	**159**	**611**
08:30 AM	10	78	10	98	13	135	17	165	4	74	**20**	98	13	111	12	136	497
Total Volume	59	351	88	498	85	603	65	753	28	278	71	377	41	457	60	558	2186
% App. Total	11.8	70.5	17.7		11.3	80.1	8.6		7.4	73.7	18.8		7.3	81.9	10.8		
PHF	.868	.770	.759	.788	.664	.948	.855	.927	.636	.914	.888	.915	.641	.936	.714	.877	.894

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City of Chino
N/S: Ramona Avenue
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File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 3



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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:45 AM				08:00 AM				07:45 AM				
+0 mins.	**17**	86	**29**	132	**32**	**159**	12	**203**	8	53	18	79	4	117	10	131	
+15 mins.	17	**114**	27	**158**	21	156	17	194	**11**	**75**	17	**103**	8	107	17	132	
+30 mins.	10	78	10	98	19	153	**19**	191	4	74	20	98	**16**	**122**	**21**	**159**	
+45 mins.	14	93	28	135	13	135	17	165	4	74	**22**	100	13	111	12	136	
Total Volume	58	371	94	523	85	603	65	753	27	276	77	380	41	457	60	558	
% App. Total	11.1	70.9	18		11.3	80.1	8.6		7.1	72.6	20.3		7.3	81.9	10.8		
PHF	.853	.814	.810	.828	.664	.948	.855	.927	.614	.920	.875	.922	.641	.936	.714	.877	

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City of Chino
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Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

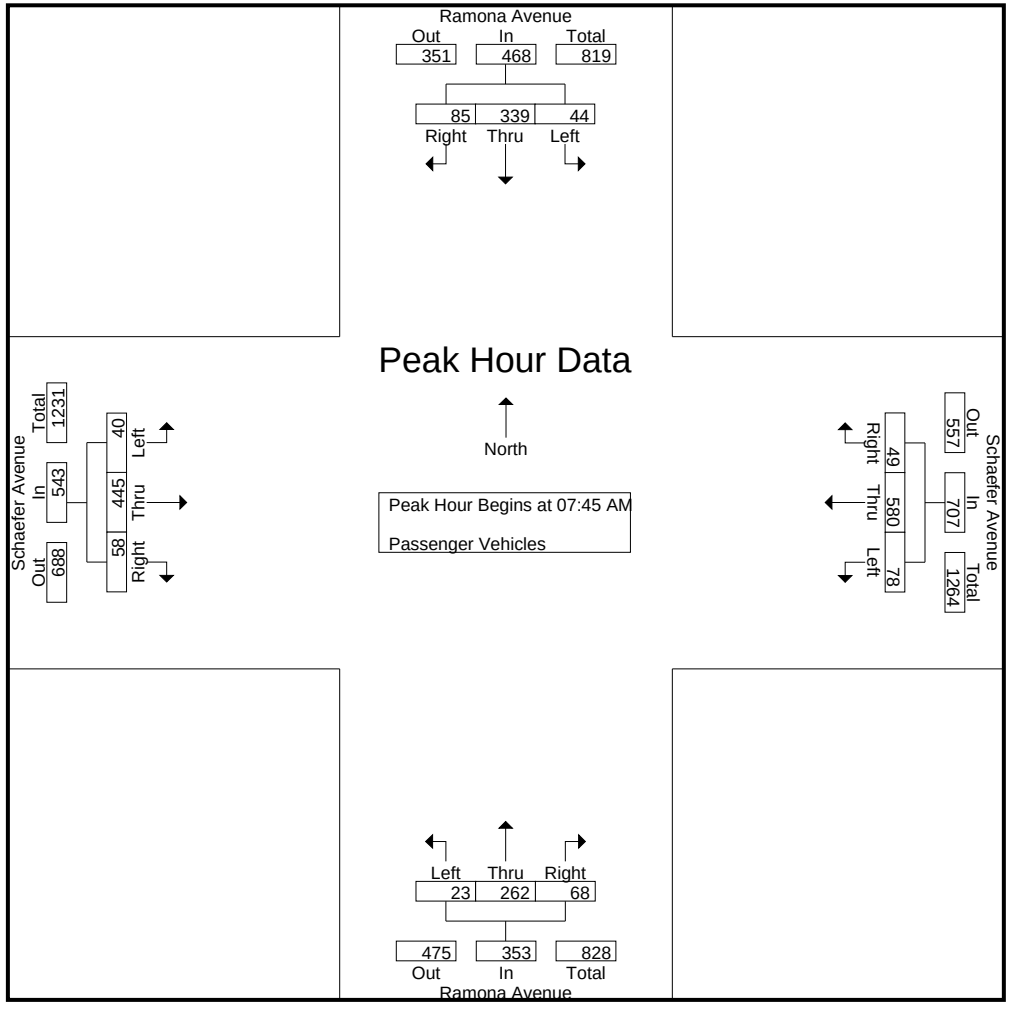
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	76	5	0	86	5	47	1	1	53	0	41	5	3	46	1	38	1	0	40	4	225	229
06:15 AM	7	51	9	2	67	10	67	1	0	78	1	32	4	2	37	1	45	5	1	51	5	233	238
06:30 AM	10	68	20	1	98	13	70	1	0	84	1	32	3	1	36	2	31	11	3	44	5	262	267
06:45 AM	16	100	16	2	132	12	79	5	1	96	2	41	2	1	45	1	49	9	3	59	7	332	339
Total	38	295	50	5	383	40	263	8	2	311	4	146	14	7	164	5	163	26	7	194	21	1052	1073
07:00 AM	4	53	16	5	73	13	87	3	3	103	1	53	7	2	61	4	52	2	2	58	12	295	307
07:15 AM	8	86	10	5	104	11	107	7	0	125	4	40	7	0	51	4	45	9	3	58	8	338	346
07:30 AM	9	85	15	4	109	10	128	2	0	140	7	78	8	0	93	3	52	9	2	64	6	406	412
07:45 AM	13	72	22	4	107	30	155	10	2	195	4	70	16	4	90	4	111	10	5	125	15	517	532
Total	34	296	63	18	393	64	477	22	5	563	16	241	38	6	295	15	260	30	12	305	41	1556	1597
08:00 AM	10	83	27	4	120	19	151	14	2	184	6	49	18	8	73	7	105	16	3	128	17	505	522
08:15 AM	13	110	27	2	150	17	148	16	2	181	10	72	16	5	98	16	120	20	9	156	18	585	603
08:30 AM	8	74	9	2	91	12	126	9	3	147	3	71	18	7	92	13	109	12	3	134	15	464	479
08:45 AM	11	89	28	12	128	20	100	13	9	133	4	69	19	4	92	6	72	5	2	83	27	436	463
Total	42	356	91	20	489	68	525	52	16	645	23	261	71	24	355	42	406	53	17	501	77	1990	2067
Grand Total	114	947	204	43	1265	172	1265	82	23	1519	43	648	123	37	814	62	829	109	36	1000	139	4598	4737
Apprch %	9	74.9	16.1			11.3	83.3	5.4			5.3	79.6	15.1			6.2	82.9	10.9					
Total %	2.5	20.6	4.4		27.5	3.7	27.5	1.8		33	0.9	14.1	2.7		17.7	1.3	18	2.4		21.7	2.9	97.1	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**13**	72	22	107	**30**	**155**	10	**195**	4	70	16	90	4	111	10	125	517
08:00 AM	10	83	**27**	120	19	151	14	184	6	49	**18**	73	7	105	16	128	505
08:15 AM	13	**110**	27	**150**	17	148	**16**	181	**10**	**72**	16	**98**	**16**	**120**	**20**	**156**	**585**
08:30 AM	8	74	9	91	12	126	9	147	3	71	18	92	13	109	12	134	464
Total Volume	44	339	85	468	78	580	49	707	23	262	68	353	40	445	58	543	2071
% App. Total	9.4	72.4	18.2		11	82	6.9		6.5	74.2	19.3		7.4	82	10.7		
PHF	.846	.770	.787	.780	.650	.935	.766	.906	.575	.910	.944	.901	.625	.927	.725	.870	.885

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**13**	72	22	107	**30**	**155**	10	**195**	4	70	16	90	4	111	10	125	
+15 mins.	10	83	**27**	120	19	151	14	184	6	49	**18**	73	7	105	16	128	
+30 mins.	13	**110**	27	**150**	17	148	**16**	181	**10**	**72**	16	**98**	**16**	**120**	**20**	**156**	
+45 mins.	8	74	9	91	12	126	9	147	3	71	18	92	13	109	12	134	
Total Volume	44	339	85	468	78	580	49	707	23	262	68	353	40	445	58	543	
% App. Total	9.4	72.4	18.2		11	82	6.9		6.5	74.2	19.3		7.4	82	10.7		
PHF	.846	.770	.787	.780	.650	.935	.766	.906	.575	.910	.944	.901	.625	.927	.725	.870	

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

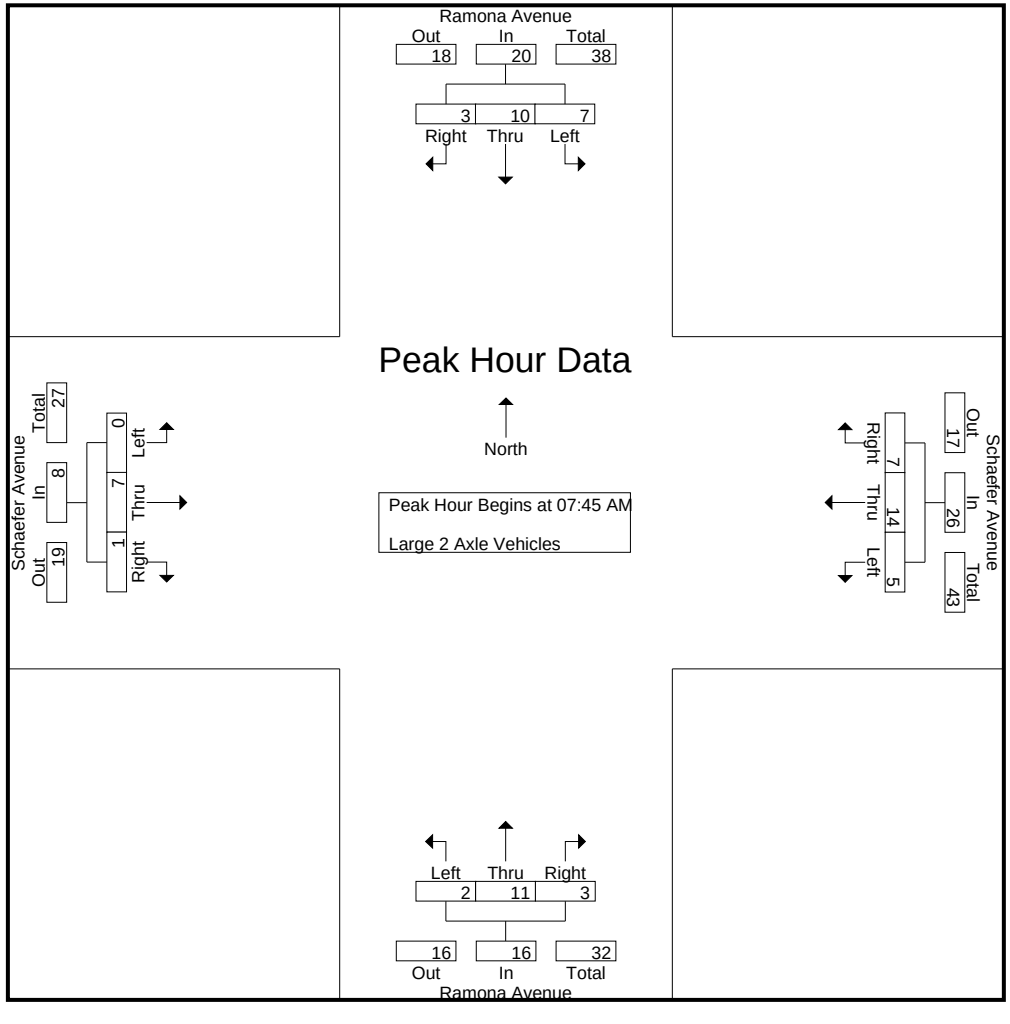
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	3	0	0	3	1	3	1	0	5	0	2	1	0	3	0	0	0	0	0	0	11	11
06:15 AM	0	2	0	0	2	1	5	1	1	7	0	0	1	1	1	0	3	0	0	3	2	13	15
06:30 AM	0	5	0	0	5	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	11	11
06:45 AM	1	9	0	0	10	2	2	2	0	6	0	2	0	0	2	0	2	0	0	2	0	20	20
Total	1	19	0	0	20	4	13	4	1	21	0	7	2	1	9	0	5	0	0	5	2	55	57
07:00 AM	1	2	1	0	4	2	6	0	0	8	0	1	1	1	2	0	0	0	0	0	1	14	15
07:15 AM	0	2	1	0	3	0	4	5	3	9	0	7	0	0	7	1	0	0	0	1	3	20	23
07:30 AM	2	2	0	0	4	0	3	4	1	7	0	4	0	0	4	2	1	0	0	3	1	18	19
07:45 AM	2	1	0	0	3	1	1	1	0	3	1	4	0	0	5	0	4	0	0	4	0	15	15
Total	5	7	2	0	14	3	14	10	4	27	1	16	1	1	18	3	5	0	0	8	5	67	72
08:00 AM	2	3	2	0	7	2	2	2	1	6	0	2	0	0	2	0	0	0	0	0	1	15	16
08:15 AM	2	3	0	0	5	1	4	1	0	6	1	3	1	0	5	0	2	1	0	3	0	19	19
08:30 AM	1	3	1	0	5	1	7	3	0	11	0	2	2	1	4	0	1	0	0	1	1	21	22
08:45 AM	2	1	0	0	3	0	2	2	1	4	0	4	2	1	6	0	1	2	0	3	2	16	18
Total	7	10	3	0	20	4	15	8	2	27	1	11	5	2	17	0	4	3	0	7	4	71	75
Grand Total	13	36	5	0	54	11	42	22	7	75	2	34	8	4	44	3	14	3	0	20	11	193	204
Apprch %	24.1	66.7	9.3			14.7	56	29.3			4.5	77.3	18.2			15	70	15					
Total %	6.7	18.7	2.6		28	5.7	21.8	11.4		38.9	1	17.6	4.1		22.8	1.6	7.3	1.6		10.4	5.4	94.6	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	1	0	3	1	1	1	3	**1**	**4**	0	**5**	0	**4**	0	**4**	15
08:00 AM	2	**3**	**2**	**7**	**2**	2	2	6	0	2	0	2	0	0	0	0	15
08:15 AM	2	3	0	5	1	4	1	6	1	3	1	5	0	2	**1**	3	19
08:30 AM	1	3	1	5	1	**7**	**3**	**11**	0	2	**2**	4	0	1	0	1	**21**
Total Volume	7	10	3	20	5	14	7	26	2	11	3	16	0	7	1	8	70
% App. Total	35	50	15		19.2	53.8	26.9		12.5	68.8	18.8		0	87.5	12.5		
PHF	.875	.833	.375	.714	.625	.500	.583	.591	.500	.688	.375	.800	.000	.438	.250	.500	.833

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**2**	1	0	3	1	1	1	3	**1**	**4**	0	**5**	0	**4**	0	**4**	
+15 mins.	2	**3**	**2**	**7**	**2**	2	2	6	0	2	0	2	0	0	0	0	
+30 mins.	2	3	0	5	1	4	1	6	1	3	1	5	0	2	**1**	3	
+45 mins.	1	3	1	5	1	**7**	**3**	**11**	0	2	**2**	4	0	1	0	1	
Total Volume	7	10	3	20	5	14	7	26	2	11	3	16	0	7	1	8	
% App. Total	35	50	15		19.2	53.8	26.9		12.5	68.8	18.8		0	87.5	12.5		
PHF	.875	.833	.375	.714	.625	.500	.583	.591	.500	.688	.375	.800	.000	.438	.250	.500	

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Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

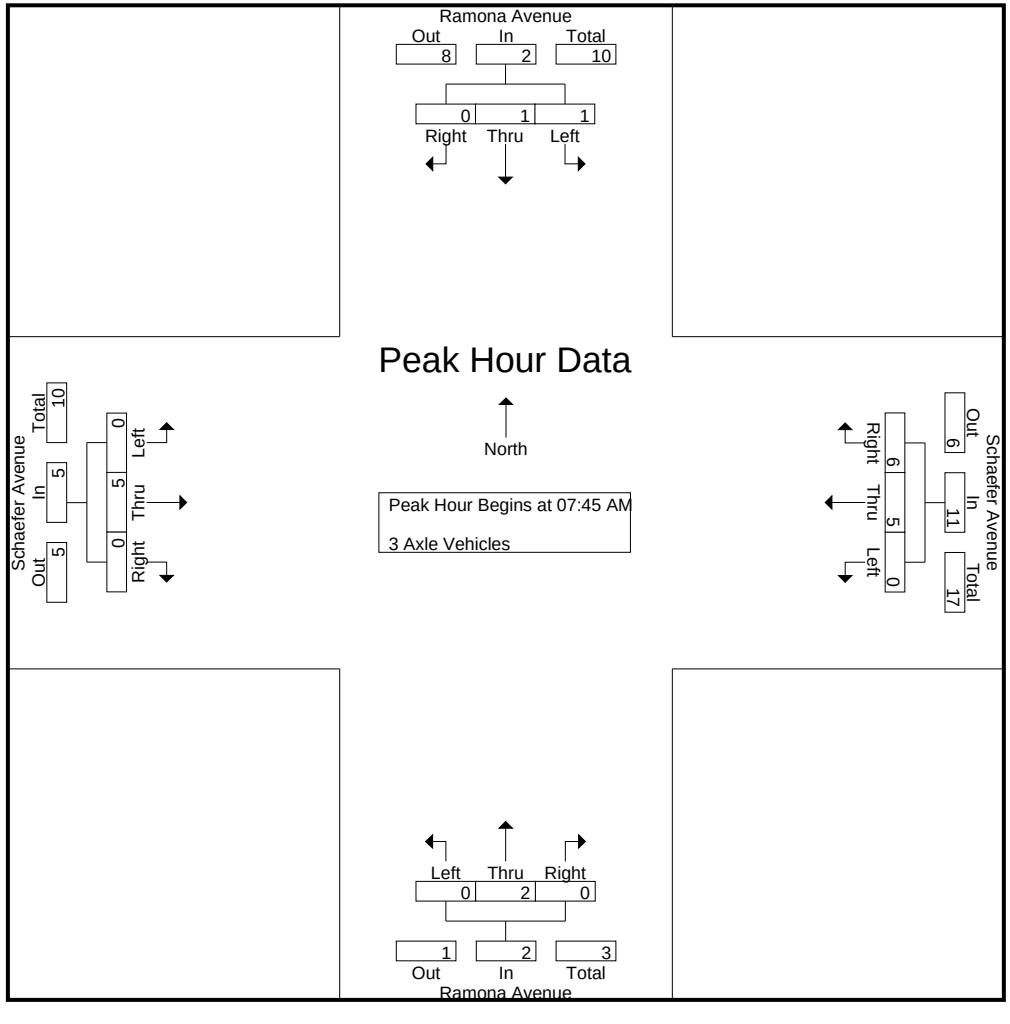
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	2	0	0	2	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	1	5	6
06:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3
06:30 AM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	4
06:45 AM	3	1	0	0	4	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	8	8
Total	4	3	1	0	8	1	2	2	1	5	1	4	0	0	5	0	2	0	0	2	1	20	21
07:00 AM	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	5	5
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
07:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	1	1	0	0	2	1	4	3	0	8	0	1	1	0	2	0	3	0	0	3	0	15	15
08:00 AM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	6	6
08:15 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
08:30 AM	0	0	0	0	0	0	2	3	1	5	0	0	0	0	0	0	1	0	0	1	1	6	7
08:45 AM	1	1	0	0	2	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	5	5
Total	2	2	0	0	4	1	4	5	1	10	0	3	1	0	4	0	3	0	0	3	1	21	22
Grand Total	7	6	1	0	14	3	10	10	2	23	1	8	2	0	11	0	8	0	0	8	2	56	58
Apprch %	50	42.9	7.1			13	43.5	43.5			9.1	72.7	18.2			0	100	0					
Total %	12.5	10.7	1.8		25	5.4	17.9	17.9		41.1	1.8	14.3	3.6		19.6	0	14.3	0		14.3	3.4	96.6	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	**2**	0	**2**	4
08:00 AM	**1**	0	0	**1**	0	1	0	1	0	**2**	0	**2**	0	2	0	2	**6**
08:15 AM	0	**1**	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	**2**	**3**	**5**	0	0	0	0	0	1	0	1	6
Total Volume	1	1	0	2	0	5	6	11	0	2	0	2	0	5	0	5	20
% App. Total	50	50	0		0	45.5	54.5		0	100	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.625	.500	.550	.000	.250	.000	.250	.000	.625	.000	.625	.833

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
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File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	**2**	0	**2**	
+15 mins.	**1**	0	0	**1**	0	1	0	1	0	**2**	0	**2**	0	2	0	2	
+30 mins.	0	**1**	0	1	0	1	2	3	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**2**	**3**	**5**	0	0	0	0	0	1	0	1	
Total Volume	1	1	0	2	0	5	6	11	0	2	0	2	0	5	0	5	
% App. Total	50	50	0		0	45.5	54.5		0	100	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.625	.500	.550	.000	.250	.000	.250	.000	.625	.000	.625	

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File Name : 03_CHN_Ram_Sch AM
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Page No : 1

Groups Printed- 4+ Axle Trucks

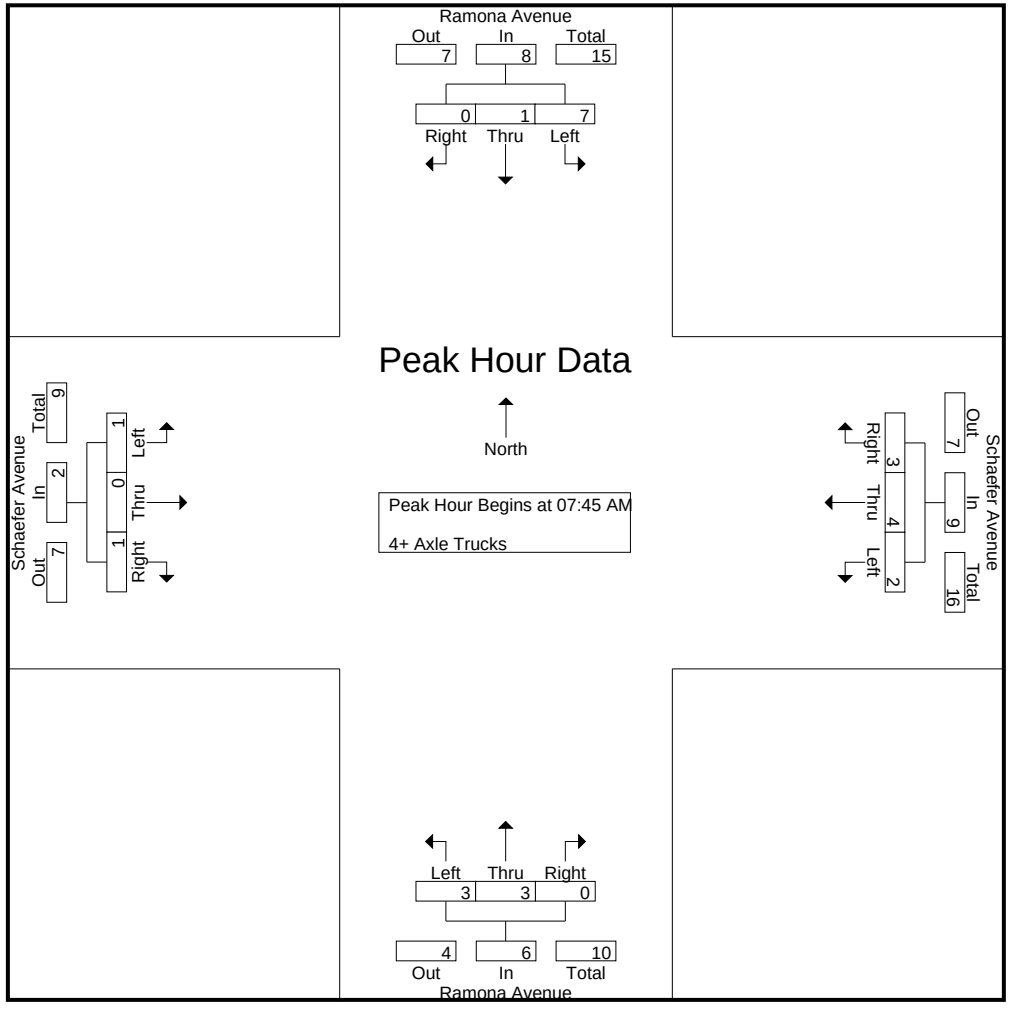
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	6	6
06:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 AM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	5	5
06:45 AM	0	3	0	0	3	0	2	1	0	3	0	1	1	0	2	0	1	1	0	2	0	10	10
Total	0	5	0	0	5	0	9	1	0	10	1	2	1	0	4	0	3	1	0	4	0	23	23
07:00 AM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	0	1	1	1	2	1	8	9
07:30 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	1	1	0	2	0	8	8
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	5	5
Total	0	5	0	0	5	2	10	0	0	12	0	5	0	0	5	0	2	2	1	4	1	26	27
08:00 AM	4	0	0	0	4	0	2	1	0	3	2	0	0	0	2	1	0	1	1	2	1	11	12
08:15 AM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
08:30 AM	1	1	0	0	2	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	6	6
08:45 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	6	6
Total	7	3	0	0	10	2	4	3	0	9	3	1	0	0	4	1	0	2	1	3	1	26	27
Grand Total	7	13	0	0	20	4	23	4	0	31	4	8	1	0	13	1	5	5	2	11	2	75	77
Apprch %	35	65	0			12.9	74.2	12.9			30.8	61.5	7.7			9.1	45.5	45.5					
Total %	9.3	17.3	0		26.7	5.3	30.7	5.3		41.3	5.3	10.7	1.3		17.3	1.3	6.7	6.7		14.7	2.6	97.4	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	**2**	0	**3**	0	**2**	0	**2**	0	0	0	0	5
08:00 AM	**4**	0	0	**4**	0	2	1	3	**2**	0	0	2	**1**	0	**1**	**2**	**11**
08:15 AM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	1	**1**	0	2	0	0	**2**	2	1	1	0	2	0	0	0	0	6
Total Volume	7	1	0	8	2	4	3	9	3	3	0	6	1	0	1	2	25
% App. Total	87.5	12.5	0		22.2	44.4	33.3		50	50	0		50	0	50		
PHF	.438	.250	.000	.500	.500	.500	.375	.750	.375	.375	.000	.750	.250	.000	.250	.250	.568

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	**1**	**2**	0	**3**	0	**2**	0	**2**	0	0	0	0	
+15 mins.	**4**	0	0	**4**	0	2	1	3	**2**	0	0	2	**1**	0	**1**	**2**	
+30 mins.	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	1	**1**	0	2	0	0	**2**	2	1	1	0	2	0	0	0	0	
Total Volume	7	1	0	8	2	4	3	9	3	3	0	6	1	0	1	2	
% App. Total	87.5	12.5	0		22.2	44.4	33.3		50	50	0		50	0	50		
PHF	.438	.250	.000	.500	.500	.500	.375	.750	.375	.375	.000	.750	.250	.000	.250	.250	

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City of Chino
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File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	79	21	3	114	12	126	17	7	155	11	81	34	9	126	16	181	7	3	204	22	599	621
04:15 PM	24	69	14	4	107	14	120	11	3	145	13	107	21	4	141	9	135	12	5	156	16	549	565
04:30 PM	14	73	25	4	112	22	160	16	6	198	13	104	30	5	147	21	154	11	1	186	16	643	659
04:45 PM	27	78	18	2	123	13	147	14	7	174	11	96	22	4	129	14	149	11	1	174	14	600	614
Total	79	299	78	13	456	61	553	58	23	672	48	388	107	22	543	60	619	41	10	720	68	2391	2459
05:00 PM	14	68	13	3	95	26	184	18	3	228	19	129	22	6	170	16	130	13	4	159	16	652	668
05:15 PM	22	70	15	2	107	13	125	12	3	150	13	103	24	6	140	10	161	13	8	184	19	581	600
05:30 PM	6	85	18	4	109	20	144	9	1	173	11	102	24	10	137	15	185	7	2	207	17	626	643
05:45 PM	21	75	18	4	114	9	112	8	2	129	6	84	22	8	112	12	143	11	5	166	19	521	540
Total	63	298	64	13	425	68	565	47	9	680	49	418	92	30	559	53	619	44	19	716	71	2380	2451
06:00 PM	5	68	16	3	89	13	114	9	2	136	4	122	16	3	142	12	146	8	1	166	9	533	542
06:15 PM	11	63	12	3	86	14	110	5	2	129	7	82	9	2	98	8	148	10	2	166	9	479	488
06:30 PM	8	55	18	5	81	8	96	4	3	108	8	67	12	4	87	14	106	5	1	125	13	401	414
06:45 PM	3	68	9	4	80	6	82	2	1	90	5	77	12	1	94	16	109	6	1	131	7	395	402
Total	27	254	55	15	336	41	402	20	8	463	24	348	49	10	421	50	509	29	5	588	38	1808	1846
Grand Total	169	851	197	41	1217	170	1520	125	40	1815	121	1154	248	62	1523	163	1747	114	34	2024	177	6579	6756
Apprch %	13.9	69.9	16.2			9.4	83.7	6.9			7.9	75.8	16.3			8.1	86.3	5.6					
Total %	2.6	12.9	3		18.5	2.6	23.1	1.9		27.6	1.8	17.5	3.8		23.1	2.5	26.6	1.7		30.8	2.6	97.4	
Passenger Vehicles	125	834	192		1190	156	1499	106		1796	116	1112	235		1524	160	1712	108		2013	0	0	6523
% Passenger Vehicles	74	98	97.5	95.1	94.6	91.8	98.6	84.8	87.5	96.8	95.9	96.4	94.8	98.4	96.2	98.2	98	94.7	97.1	97.8	0	0	96.6
Large 2 Axle Vehicles	12	9	3		26	5	12	5		23	5	21	5		31	3	19	4		27	0	0	107
% Large 2 Axle Vehicles	7.1	1.1	1.5	4.9	2.1	2.9	0.8	4	2.5	1.2	4.1	1.8	2	0	2	1.8	1.1	3.5	2.9	1.3	0	0	1.6
3 Axle Vehicles	27	3	0		30	2	1	7		12	0	9	3		13	0	11	0		11	0	0	66
% 3 Axle Vehicles	16	0.4	0	0	2.4	1.2	0.1	5.6	5	0.6	0	0.8	1.2	1.6	0.8	0	0.6	0	0	0.5	0	0	1
4+ Axle Trucks	5	5	2		12	7	8	7		24	0	12	5		17	0	5	2		7	0	0	60
% 4+ Axle Trucks	3	0.6	1	0	1	4.1	0.5	5.6	5	1.3	0	1	2	0	1.1	0	0.3	1.8	0	0.3	0	0	0.9

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Weather: Clear

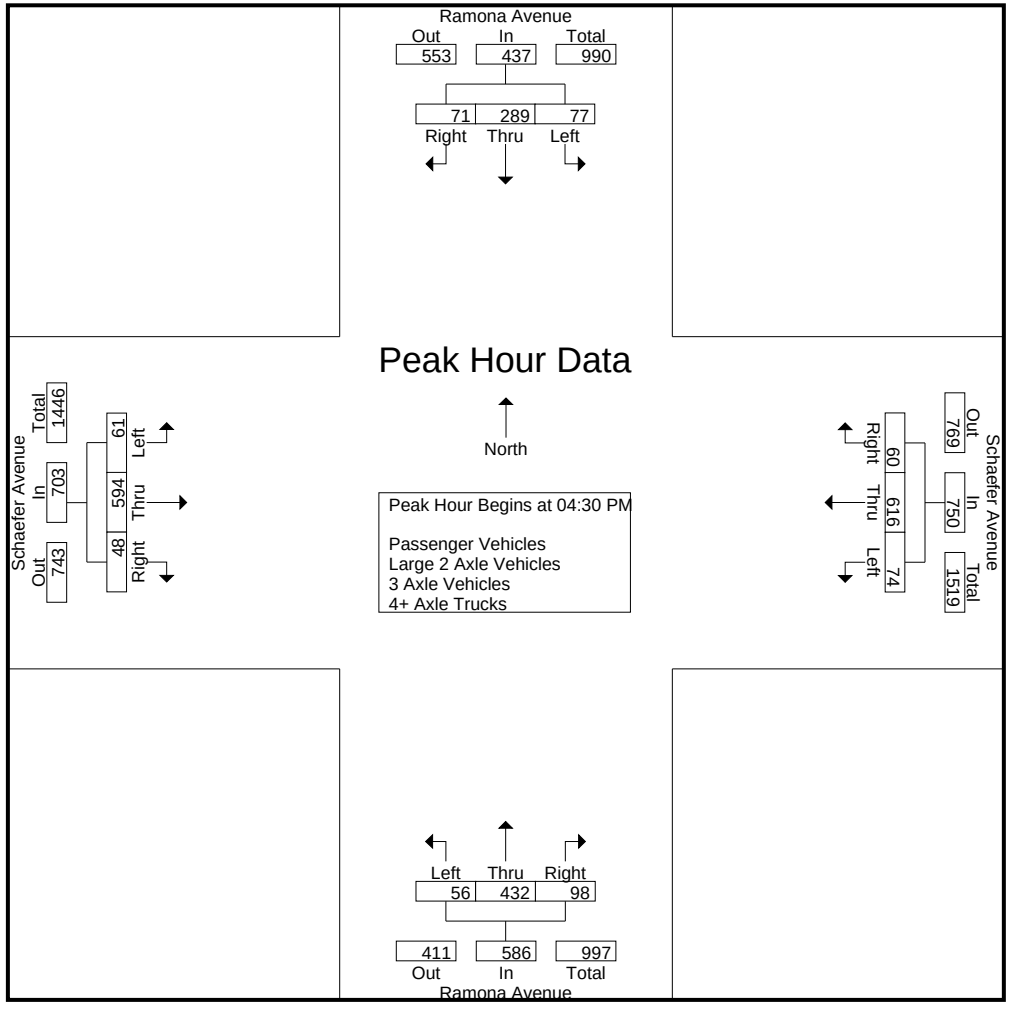
File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	73	**25**	112	22	160	16	198	13	104	**30**	147	**21**	154	11	**186**	643
04:45 PM	**27**	**78**	18	**123**	13	147	14	174	11	96	22	129	14	149	11	174	600
05:00 PM	14	68	13	95	**26**	**184**	**18**	**228**	**19**	**129**	22	**170**	16	130	**13**	159	**652**
05:15 PM	22	70	15	107	13	125	12	150	13	103	24	140	10	**161**	13	184	581
Total Volume	77	289	71	437	74	616	60	750	56	432	98	586	61	594	48	703	2476
% App. Total	17.6	66.1	16.2		9.9	82.1	8		9.6	73.7	16.7		8.7	84.5	6.8		
PHF	.713	.926	.710	.888	.712	.837	.833	.822	.737	.837	.817	.862	.726	.922	.923	.945	.949

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File Name : 03_CHN_Ram_Sch PM
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File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:15 PM				04:45 PM				
+0 mins.	14	**79**	21	114	22	160	16	198	13	107	21	141	14	149	11	174	
+15 mins.	24	69	14	107	13	147	14	174	13	104	**30**	147	**16**	130	**13**	159	
+30 mins.	14	73	**25**	112	**26**	**184**	**18**	**228**	11	96	22	129	10	161	13	184	
+45 mins.	**27**	78	18	**123**	13	125	12	150	**19**	**129**	22	**170**	15	**185**	7	**207**	
Total Volume	79	299	78	456	74	616	60	750	56	436	95	587	55	625	44	724	
% App. Total	17.3	65.6	17.1		9.9	82.1	8		9.5	74.3	16.2		7.6	86.3	6.1		
PHF	.731	.946	.780	.927	.712	.837	.833	.822	.737	.845	.792	.863	.859	.845	.846	.874	

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Groups Printed- Passenger Vehicles

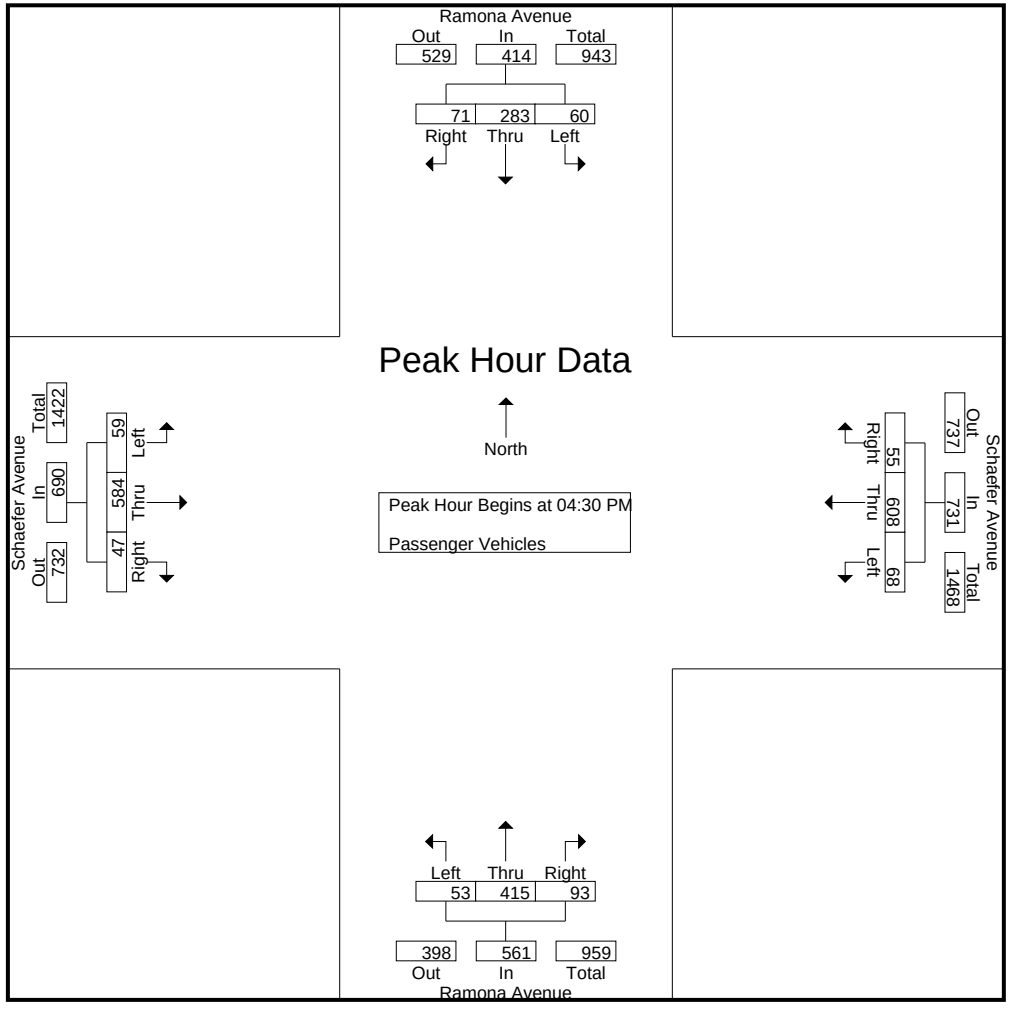
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	77	19	3	108	11	123	12	6	146	11	76	31	8	118	16	175	6	3	197	20	569	589
04:15 PM	15	66	12	3	93	11	118	7	3	136	12	101	18	4	131	9	131	10	5	150	15	510	525
04:30 PM	13	72	25	4	110	21	158	14	4	193	12	101	28	5	141	21	151	11	1	183	14	627	641
04:45 PM	18	77	18	2	113	12	146	11	6	169	11	89	22	4	122	13	145	10	1	168	13	572	585
Total	58	292	74	12	424	55	545	44	19	644	46	367	99	21	512	59	602	37	10	698	62	2278	2340
05:00 PM	11	67	13	3	91	22	182	18	3	222	19	127	20	6	166	15	129	13	4	157	16	636	652
05:15 PM	18	67	15	2	100	13	122	12	3	147	11	98	23	6	132	10	159	13	8	182	19	561	580
05:30 PM	6	84	18	4	108	20	144	7	1	171	10	97	24	10	131	15	183	6	1	204	16	614	630
05:45 PM	13	73	18	4	104	9	111	8	2	128	6	81	21	8	108	12	139	11	5	162	19	502	521
Total	48	291	64	13	403	64	559	45	9	668	46	403	88	30	537	52	610	43	18	705	70	2313	2383
06:00 PM	3	68	15	2	86	12	112	8	2	132	4	120	16	3	140	12	144	8	1	164	8	522	530
06:15 PM	7	62	12	3	81	13	108	3	1	124	7	80	9	2	96	8	144	10	2	162	8	463	471
06:30 PM	6	53	18	5	77	8	94	4	3	106	8	65	11	4	84	13	103	4	1	120	13	387	400
06:45 PM	3	68	9	4	80	4	81	2	1	87	5	77	12	1	94	16	109	6	1	131	7	392	399
Total	19	251	54	14	324	37	395	17	7	449	24	342	48	10	414	49	500	28	5	577	36	1764	1800
Grand Total	125	834	192	39	1151	156	1499	106	35	1761	116	1112	235	61	1463	160	1712	108	33	1980	168	6355	6523
Apprch %	10.9	72.5	16.7			8.9	85.1	6			7.9	76	16.1			8.1	86.5	5.5					
Total %	2	13.1	3		18.1	2.5	23.6	1.7		27.7	1.8	17.5	3.7		23	2.5	26.9	1.7		31.2	2.6	97.4	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	72	**25**	110	21	158	14	193	12	101	**28**	141	**21**	151	11	**183**	627
04:45 PM	**18**	**77**	18	**113**	12	146	11	169	11	89	22	122	13	145	10	168	572
05:00 PM	11	67	13	91	**22**	**182**	**18**	**222**	**19**	**127**	20	**166**	15	129	**13**	157	**636**
05:15 PM	18	67	15	100	13	122	12	147	11	98	23	132	10	**159**	13	182	561
Total Volume	60	283	71	414	68	608	55	731	53	415	93	561	59	584	47	690	2396
% App. Total	14.5	68.4	17.1		9.3	83.2	7.5		9.4	74	16.6		8.6	84.6	6.8		
PHF	.833	.919	.710	.916	.773	.835	.764	.823	.697	.817	.830	.845	.702	.918	.904	.943	.942

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

City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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Corona, CA 92878
(951)268-6268

City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	13	72	**25**	110	21	158	14	193	12	101	**28**	141	**21**	151	11	**183**	
+15 mins.	**18**	**77**	18	**113**	12	146	11	169	11	89	22	122	13	145	10	168	
+30 mins.	11	67	13	91	**22**	**182**	**18**	**222**	**19**	**127**	20	**166**	15	129	**13**	157	
+45 mins.	18	67	15	100	13	122	12	147	11	98	23	132	10	**159**	13	182	
Total Volume	60	283	71	414	68	608	55	731	53	415	93	561	59	584	47	690	
% App. Total	14.5	68.4	17.1		9.3	83.2	7.5		9.4	74	16.6		8.6	84.6	6.8		
PHF	.833	.919	.710	.916	.773	.835	.764	.823	.697	.817	.830	.845	.702	.918	.904	.943	

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

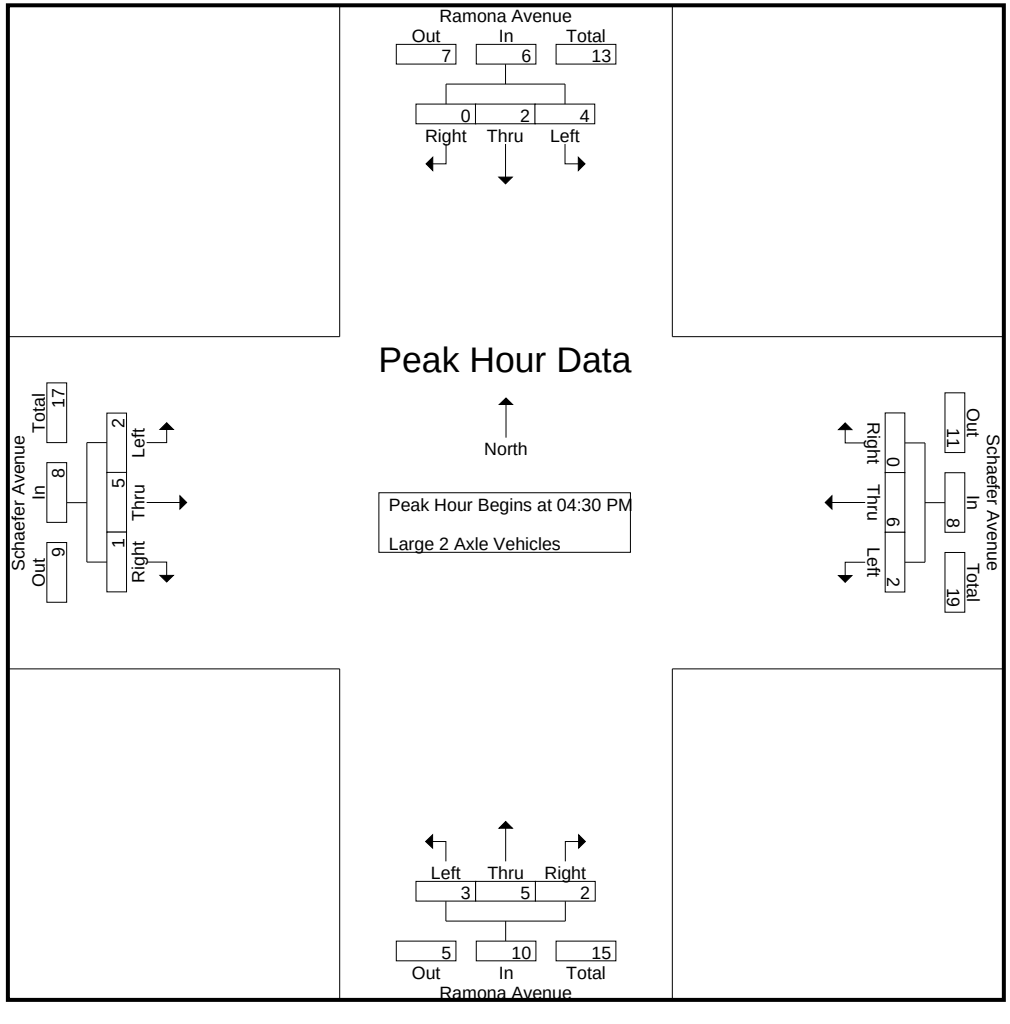
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	1	0	3	0	2	2	0	4	0	4	1	0	5	0	3	0	0	3	0	15	15
04:15 PM	6	2	1	1	9	1	1	2	0	4	1	4	1	0	6	0	2	2	0	4	1	23	24
04:30 PM	1	1	0	0	2	0	2	0	0	2	1	0	1	0	2	0	3	0	0	3	0	9	9
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	2	1	0	4	0	6	6
Total	8	5	2	1	15	1	5	4	0	10	2	9	3	0	14	1	10	3	0	14	1	53	54
05:00 PM	1	0	0	0	1	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	0	6	6
05:15 PM	1	1	0	0	2	0	3	0	0	3	2	4	0	0	6	0	0	0	0	0	0	11	11
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	1	1	1	2	1	7	8
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	0	6	6
Total	2	3	0	0	5	2	4	0	0	6	3	9	2	0	14	1	3	1	1	5	1	30	31
06:00 PM	0	0	1	1	1	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	1	6	7
06:15 PM	2	1	0	0	3	1	1	1	1	3	0	1	0	0	1	0	2	0	0	2	1	9	10
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	4	2	3	1	1	6	0	3	0	0	3	1	6	0	0	7	2	20	22
Grand Total	12	9	3	2	24	5	12	5	1	22	5	21	5	0	31	3	19	4	1	26	4	103	107
Apprch %	50	37.5	12.5			22.7	54.5	22.7			16.1	67.7	16.1			11.5	73.1	15.4					
Total %	11.7	8.7	2.9		23.3	4.9	11.7	4.9		21.4	4.9	20.4	4.9		30.1	2.9	18.4	3.9		25.2	3.7	96.3	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**1**	0	**2**	0	2	0	2	1	0	**1**	2	0	**3**	0	3	9
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	**1**	2	**1**	**4**	6
05:00 PM	1	0	0	1	**2**	1	0	**3**	0	0	1	1	1	0	0	1	6
05:15 PM	1	1	0	2	0	**3**	0	3	**2**	**4**	0	**6**	0	0	0	0	**11**
Total Volume	4	2	0	6	2	6	0	8	3	5	2	10	2	5	1	8	32
% App. Total	66.7	33.3	0		25	75	0		30	50	20		25	62.5	12.5		
PHF	1.00	.500	.000	.750	.250	.500	.000	.667	.375	.313	.500	.417	.500	.417	.250	.500	.727

Counts Unlimited, Inc.
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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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(951)268-6268

City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**1**	**1**	0	**2**	0	2	0	2	1	0	**1**	2	0	**3**	0	3	
+15 mins.	1	0	0	1	0	0	0	0	0	1	0	1	**1**	2	**1**	**4**	
+30 mins.	1	0	0	1	**2**	1	0	**3**	0	0	1	1	1	0	0	1	
+45 mins.	1	1	0	2	0	**3**	0	3	**2**	**4**	0	**6**	0	0	0	0	
Total Volume	4	2	0	6	2	6	0	8	3	5	2	10	2	5	1	8	
% App. Total	66.7	33.3	0		25	75	0		30	50	20		25	62.5	12.5		
PHF	1.000	.500	.000	.750	.250	.500	.000	.667	.375	.313	.500	.417	.500	.417	.250	.500	

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

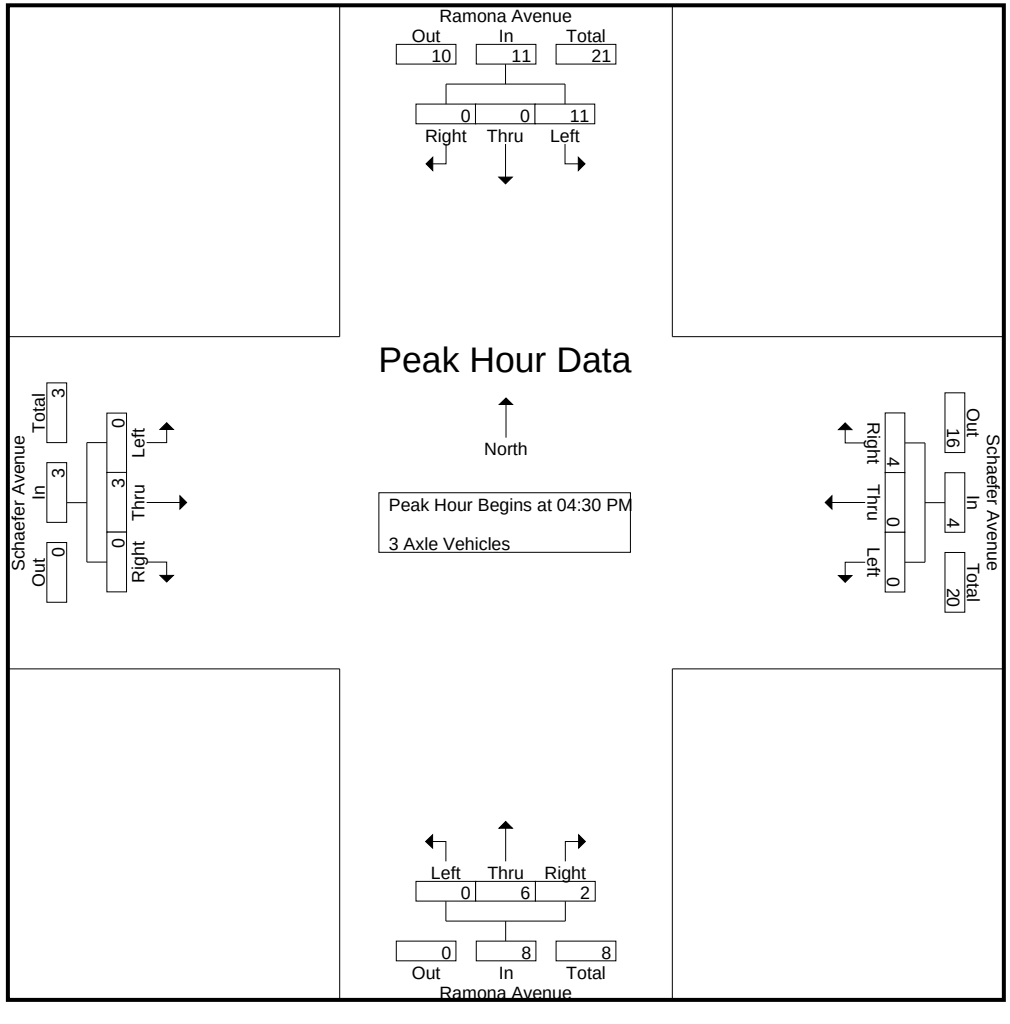
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	2	0	2	0	1	1	1	2	0	2	0	0	2	1	7	8
04:15 PM	2	1	0	0	3	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	7	7
04:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	0	0	0	0	1	2	3
04:45 PM	7	0	0	0	7	0	0	3	1	3	0	5	0	0	5	0	1	0	0	1	1	16	17
Total	10	1	0	0	11	1	0	6	2	7	0	7	2	1	9	0	5	0	0	5	3	32	35
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	9
Total	12	0	0	0	12	0	0	0	0	0	0	1	1	0	2	0	3	0	0	3	0	17	17
06:00 PM	2	0	0	0	2	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	5	5
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
06:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	5
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	5	2	0	0	7	1	1	1	0	3	0	1	0	0	1	0	3	0	0	3	0	14	14
Grand Total	27	3	0	0	30	2	1	7	2	10	0	9	3	1	12	0	11	0	0	11	3	63	66
Apprch %	90	10	0			20	10	70			0	75	25			0	100	0					
Total %	42.9	4.8	0		47.6	3.2	1.6	11.1		15.9	0	14.3	4.8		19	0	17.5	0		17.5	4.5	95.5	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	1	1	0	0	**1**	1	0	0	0	0	2
04:45 PM	**7**	0	0	**7**	0	0	**3**	**3**	0	**5**	0	**5**	0	**1**	0	**1**	**16**
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	2	0	0	2	0	0	0	0	0	1	1	2	0	1	0	1	5
Total Volume	11	0	0	11	0	0	4	4	0	6	2	8	0	3	0	3	26
% App. Total	100	0	0		0	0	100		0	75	25		0	100	0		
PHF	.393	.000	.000	.393	.000	.000	.333	.333	.000	.300	.500	.400	.000	.750	.000	.750	.406

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

City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	1	1	0	0	**1**	1	0	0	0	0	
+15 mins.	**7**	0	0	**7**	0	0	**3**	**3**	0	**5**	0	**5**	0	**1**	0	**1**	
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	2	0	0	2	0	0	0	0	0	1	1	2	0	1	0	1	
Total Volume	11	0	0	11	0	0	4	4	0	6	2	8	0	3	0	3	
% App. Total	100	0	0		0	0	100		0	75	25		0	100	0		
PHF	.393	.000	.000	.393	.000	.000	.333	.333	.000	.300	.500	.400	.000	.750	.000	.750	

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

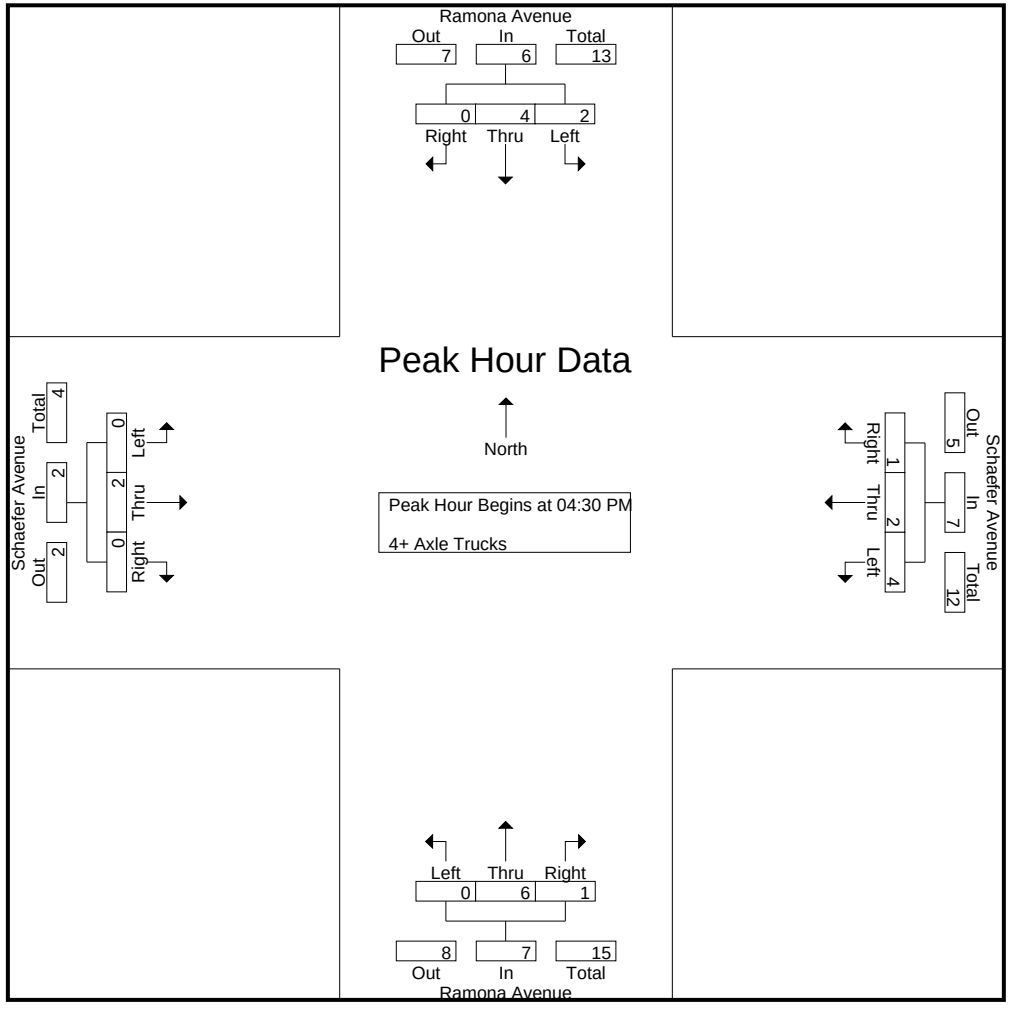
	Ramona Avenue Southbound					Schaefer Avenue Westbound					Ramona Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	1	0	2	1	1	1	1	3	0	0	1	0	1	0	1	1	0	2	1	8	9
04:15 PM	1	0	1	0	2	1	1	2	0	4	0	1	2	0	3	0	0	0	0	0	0	9	9
04:30 PM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	3	0	0	0	0	0	1	5	6
04:45 PM	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	6	6
Total	3	1	2	0	6	4	3	4	2	11	0	5	3	0	8	0	2	1	0	3	2	28	30
05:00 PM	0	1	0	0	1	2	1	0	0	3	0	2	1	0	3	0	0	0	0	0	0	7	7
05:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4
05:30 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	0	5	5
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	4	4
Total	1	4	0	0	5	2	2	2	0	6	0	5	1	0	6	0	3	0	0	3	0	20	20
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	4	4
06:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	1	1	3	1	0	5	0	2	1	0	3	0	0	1	0	1	0	10	10
Grand Total	5	5	2	0	12	7	8	7	2	22	0	12	5	0	17	0	5	2	0	7	2	58	60
Apprch %	41.7	41.7	16.7			31.8	36.4	31.8			0	70.6	29.4			0	71.4	28.6					
Total %	8.6	8.6	3.4		20.7	12.1	13.8	12.1		37.9	0	20.7	8.6		29.3	0	8.6	3.4		12.1	3.3	96.7	

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	0	**1**	2	0	**3**	0	**3**	0	0	0	0	5
04:45 PM	**1**	1	0	2	1	**1**	0	2	0	1	0	1	0	**1**	0	**1**	6
05:00 PM	0	1	0	1	**2**	1	0	**3**	0	2	**1**	3	0	0	0	0	**7**
05:15 PM	1	**2**	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	2	4	0	6	4	2	1	7	0	6	1	7	0	2	0	2	22
% App. Total	33.3	66.7	0		57.1	28.6	14.3		0	85.7	14.3		0	100	0		
PHF	.500	.500	.000	.500	.500	.500	.250	.583	.000	.500	.250	.583	.000	.500	.000	.500	.786

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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 03_CHN_Ram_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Schaefer Avenue Westbound				Ramona Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	1	0	**1**	2	0	**3**	0	**3**	0	0	0	0	
+15 mins.	**1**	1	0	2	1	**1**	0	2	0	1	0	1	0	**1**	0	**1**	
+30 mins.	0	1	0	1	**2**	1	0	**3**	0	2	**1**	3	0	0	0	0	
+45 mins.	1	**2**	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	2	4	0	6	4	2	1	7	0	6	1	7	0	2	0	2	
% App. Total	33.3	66.7	0		57.1	28.6	14.3		0	85.7	14.3		0	100	0		
PHF	.500	.500	.000	.500	.500	.500	.250	.583	.000	.500	.250	.583	.000	.500	.000	.500	

Location: Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Ramona Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Ramona Avenue Pedestrians	West Leg Schaefer Avenue Pedestrians	
6:00 AM	0	1	0	0	1
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	1	0	1	1	3
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	1	2	1	6

	North Leg Ramona Avenue Pedestrians	East Leg Schaefer Avenue Pedestrians	South Leg Ramona Avenue Pedestrians	West Leg Schaefer 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	1	0	1
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	1	1
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	1	1	4

Location: Chino
N/S: Ramona Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Ramona Avenue			Westbound Schaefer Avenue			Northbound Ramona Avenue			Eastbound Schaefer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	1	1	0	0	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	2	0	2	0	1	1	1	0	2	1	13

	Southbound Ramona Avenue			Westbound Schaefer Avenue			Northbound Ramona Avenue			Eastbound Schaefer 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	2	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	1	1	3
5:30 PM	0	2	0	0	1	0	0	0	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	2	0	0	3	1	0	6	1	18

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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	6	55	17	3	78	2	60	2	1	64	3	46	2	1	51	6	43	2	0	51	5	244	249
06:15 AM	2	44	8	3	54	5	65	2	1	72	6	31	5	4	42	11	53	6	3	70	11	238	249
06:30 AM	3	64	8	0	75	6	63	1	0	70	7	43	6	3	56	8	64	5	2	77	5	278	283
06:45 AM	6	93	9	2	108	6	72	4	0	82	10	43	7	4	60	15	70	8	1	93	7	343	350
Total	17	256	42	8	315	19	260	9	2	288	26	163	20	12	209	40	230	21	6	291	28	1103	1131
07:00 AM	3	52	10	2	65	9	70	8	4	87	4	54	8	5	66	10	59	8	1	77	12	295	307
07:15 AM	11	86	5	0	102	10	88	4	0	102	5	50	14	8	69	9	81	4	1	94	9	367	376
07:30 AM	10	77	11	5	98	12	137	9	0	158	5	82	10	7	97	10	93	7	0	110	12	463	475
07:45 AM	7	86	14	0	107	8	114	6	0	128	15	91	17	9	123	16	107	11	2	134	11	492	503
Total	31	301	40	7	372	39	409	27	4	475	29	277	49	29	355	45	340	30	4	415	44	1617	1661
08:00 AM	7	74	14	2	95	3	131	9	0	143	11	65	10	7	86	20	140	19	1	179	10	503	513
08:15 AM	11	99	21	4	131	11	110	6	0	127	12	107	9	5	128	24	114	9	3	147	12	533	545
08:30 AM	4	71	16	5	91	8	107	6	1	121	9	80	13	7	102	21	100	19	9	140	22	454	476
08:45 AM	9	79	24	9	112	10	106	8	3	124	15	83	7	6	105	13	98	15	3	126	21	467	488
Total	31	323	75	20	429	32	454	29	4	515	47	335	39	25	421	78	452	62	16	592	65	1957	2022
Grand Total	79	880	157	35	1116	90	1123	65	10	1278	102	775	108	66	985	163	1022	113	26	1298	137	4677	4814
Apprch %	7.1	78.9	14.1			7	87.9	5.1			10.4	78.7	11			12.6	78.7	8.7					
Total %	1.7	18.8	3.4		23.9	1.9	24	1.4		27.3	2.2	16.6	2.3		21.1	3.5	21.9	2.4		27.8	2.8	97.2	
Passenger Vehicles	70	837	145		1085	75	941	54		1079	92	743	96		989	146	885	103		1159	0	0	4312
% Passenger Vehicles	88.6	95.1	92.4	94.3	94.3	83.3	83.8	83.1	90	83.8	90.2	95.9	88.9	87.9	94.1	89.6	86.6	91.2	96.2	87.5	0	0	89.6
Large 2 Axle Vehicles	3	29	6		39	8	53	2		63	5	18	8		36	7	28	5		40	0	0	178
% Large 2 Axle Vehicles	3.8	3.3	3.8	2.9	3.4	8.9	4.7	3.1	0	4.9	4.9	2.3	7.4	7.6	3.4	4.3	2.7	4.4	0	3	0	0	3.7
3 Axle Vehicles	2	8	1		11	3	20	6		30	0	10	3		15	1	13	2		17	0	0	73
% 3 Axle Vehicles	2.5	0.9	0.6	0	1	3.3	1.8	9.2	10	2.3	0	1.3	2.8	3	1.4	0.6	1.3	1.8	3.8	1.3	0	0	1.5
4+ Axle Trucks	4	6	5		16	4	109	3		116	5	4	1		11	9	96	3		108	0	0	251
% 4+ Axle Trucks	5.1	0.7	3.2	2.9	1.4	4.4	9.7	4.6	0	9	4.9	0.5	0.9	1.5	1	5.5	9.4	2.7	0	8.2	0	0	5.2

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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

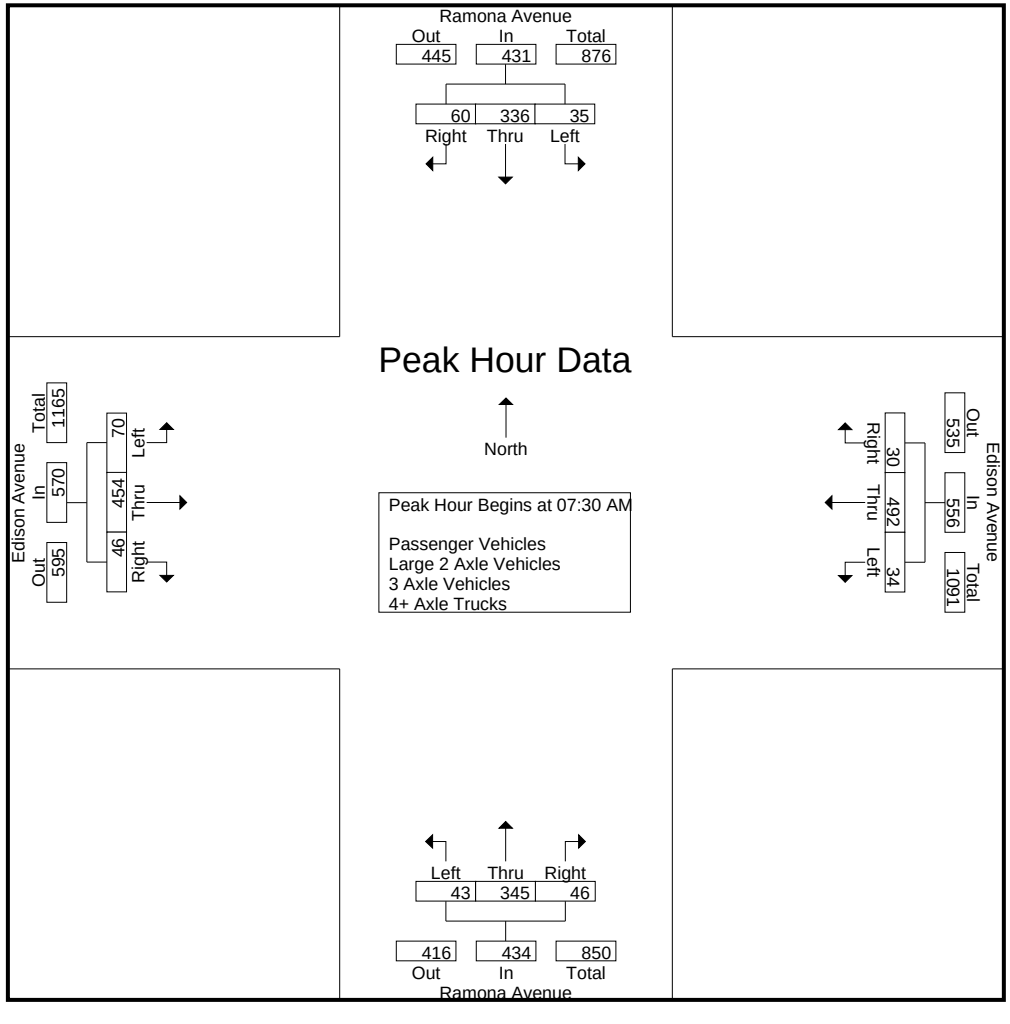
File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	77	11	98	**12**	**137**	**9**	**158**	5	82	10	97	10	93	7	110	463
07:45 AM	7	86	14	107	8	114	6	128	**15**	91	**17**	123	16	107	11	134	492
08:00 AM	7	74	14	95	3	131	9	143	11	65	10	86	20	**140**	**19**	**179**	503
08:15 AM	**11**	**99**	**21**	**131**	11	110	6	127	12	**107**	9	**128**	**24**	114	9	147	**533**
Total Volume	35	336	60	431	34	492	30	556	43	345	46	434	70	454	46	570	1991
% App. Total	8.1	78	13.9		6.1	88.5	5.4		9.9	79.5	10.6		12.3	79.6	8.1		
PHF	.795	.848	.714	.823	.708	.898	.833	.880	.717	.806	.676	.848	.729	.811	.605	.796	.934

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City of Chino
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File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 3



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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	10	77	11	98	**12**	**137**	**9**	**158**	**15**	91	**17**	123	16	107	11	134	
+15 mins.	7	86	14	107	8	114	6	128	11	65	10	86	20	**140**	**19**	**179**	
+30 mins.	7	74	14	95	3	131	9	143	12	**107**	9	**128**	**24**	114	9	147	
+45 mins.	**11**	**99**	**21**	**131**	11	110	6	127	9	80	13	102	21	100	19	140	
Total Volume	35	336	60	431	34	492	30	556	47	343	49	439	81	461	58	600	
% App. Total	8.1	78	13.9		6.1	88.5	5.4		10.7	78.1	11.2		13.5	76.8	9.7		
PHF	.795	.848	.714	.823	.708	.898	.833	.880	.783	.801	.721	.857	.844	.823	.763	.838	

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City of Chino
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File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

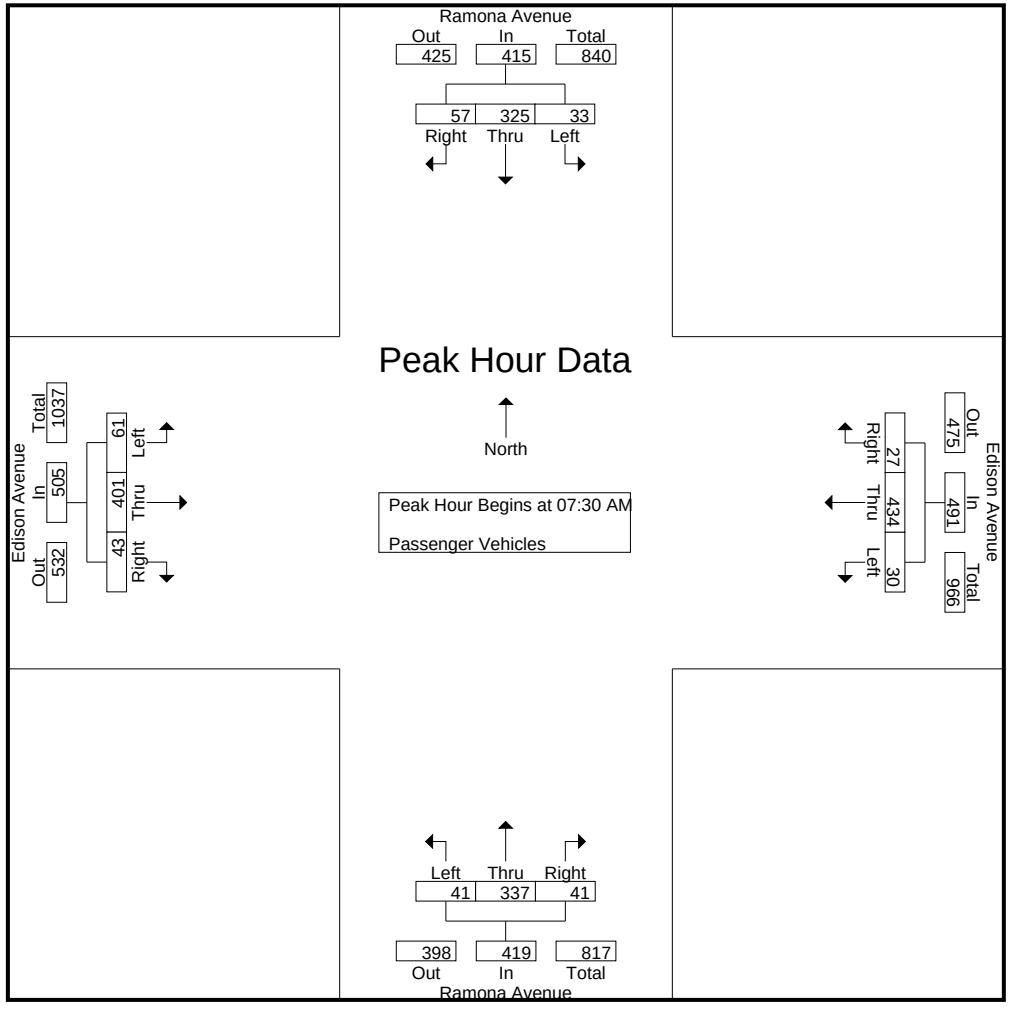
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	53	16	3	74	2	41	2	1	45	3	44	2	1	49	6	39	2	0	47	5	215	220
06:15 AM	2	43	6	3	51	5	48	1	0	54	5	31	4	3	40	10	47	5	3	62	9	207	216
06:30 AM	2	59	8	0	69	4	46	1	0	51	4	39	4	2	47	6	52	4	2	62	4	229	233
06:45 AM	6	85	9	2	100	5	57	2	0	64	10	42	7	4	59	14	62	7	1	83	7	306	313
Total	15	240	39	8	294	16	192	6	1	214	22	156	17	10	195	36	200	18	6	254	25	957	982
07:00 AM	3	47	9	1	59	7	58	8	4	73	3	52	7	4	62	10	47	8	1	65	10	259	269
07:15 AM	10	82	5	0	97	6	75	1	0	82	4	46	12	7	62	8	71	4	1	83	8	324	332
07:30 AM	9	74	10	5	93	10	122	9	0	141	4	79	8	5	91	8	79	6	0	93	10	418	428
07:45 AM	7	85	13	0	105	8	103	6	0	117	15	89	15	8	119	14	96	11	2	121	10	462	472
Total	29	288	37	6	354	31	358	24	4	413	26	266	42	24	334	40	293	29	4	362	38	1463	1501
08:00 AM	7	70	13	2	90	2	116	6	0	124	10	64	10	7	84	17	126	18	1	161	10	459	469
08:15 AM	10	96	21	4	127	10	93	6	0	109	12	105	8	5	125	22	100	8	3	130	12	491	503
08:30 AM	1	66	13	4	80	7	96	6	1	109	8	74	12	6	94	19	86	16	8	121	19	404	423
08:45 AM	8	77	22	9	107	9	86	6	3	101	14	78	7	6	99	12	80	14	3	106	21	413	434
Total	26	309	69	19	404	28	391	24	4	443	44	321	37	24	402	70	392	56	15	518	62	1767	1829
Grand Total	70	837	145	33	1052	75	941	54	9	1070	92	743	96	58	931	146	885	103	25	1134	125	4187	4312
Apprch %	6.7	79.6	13.8			7	87.9	5			9.9	79.8	10.3			12.9	78	9.1					
Total %	1.7	20	3.5		25.1	1.8	22.5	1.3		25.6	2.2	17.7	2.3		22.2	3.5	21.1	2.5		27.1	2.9	97.1	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	74	10	93	**10**	**122**	**9**	**141**	4	79	8	91	8	79	6	93	418
07:45 AM	7	85	13	105	8	103	6	117	**15**	89	**15**	119	14	96	11	121	462
08:00 AM	7	70	13	90	2	116	6	124	10	64	10	84	17	**126**	**18**	**161**	459
08:15 AM	**10**	**96**	**21**	**127**	10	93	6	109	12	**105**	8	**125**	**22**	100	8	130	**491**
Total Volume	33	325	57	415	30	434	27	491	41	337	41	419	61	401	43	505	1830
% App. Total	8	78.3	13.7		6.1	88.4	5.5		9.8	80.4	9.8		12.1	79.4	8.5		
PHF	.825	.846	.679	.817	.750	.889	.750	.871	.683	.802	.683	.838	.693	.796	.597	.784	.932

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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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

City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	9	74	10	93	**10**	**122**	**9**	**141**	4	79	8	91	8	79	6	93	
+15 mins.	7	85	13	105	8	103	6	117	**15**	89	**15**	119	14	96	11	121	
+30 mins.	7	70	13	90	2	116	6	124	10	64	10	84	17	**126**	**18**	**161**	
+45 mins.	**10**	**96**	**21**	**127**	10	93	6	109	12	**105**	8	**125**	**22**	100	8	130	
Total Volume	33	325	57	415	30	434	27	491	41	337	41	419	61	401	43	505	
% App. Total	8	78.3	13.7		6.1	88.4	5.5		9.8	80.4	9.8		12.1	79.4	8.5		
PHF	.825	.846	.679	.817	.750	.889	.750	.871	.683	.802	.683	.838	.693	.796	.597	.784	

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City of Chino
N/S: Ramona Avenue
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File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

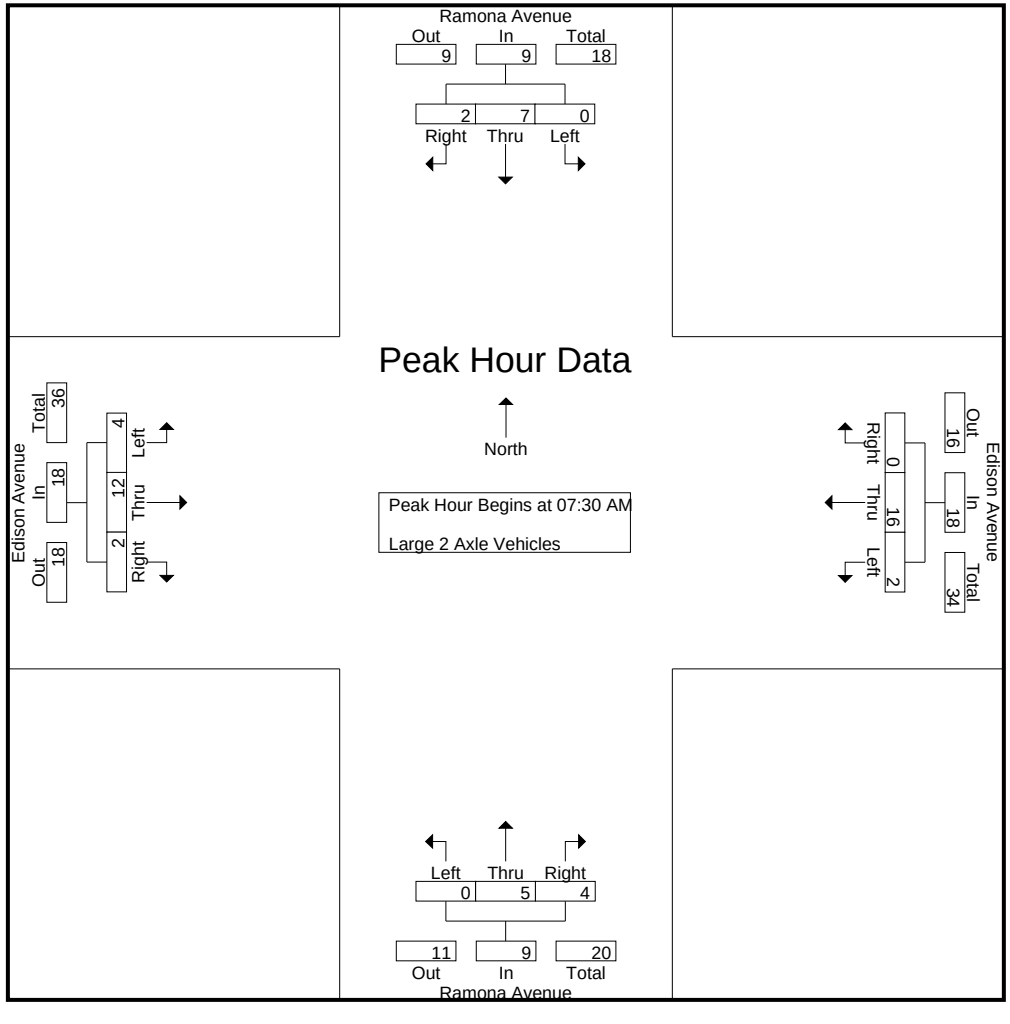
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	11	11
06:15 AM	0	1	2	0	3	0	4	0	0	4	1	0	1	1	2	0	1	1	0	2	1	11	12
06:30 AM	0	5	0	0	5	1	4	0	0	5	2	1	1	0	4	2	1	0	0	3	0	17	17
06:45 AM	0	6	0	0	6	1	4	1	0	6	0	1	0	0	1	0	2	1	0	3	0	16	16
Total	0	13	2	0	15	2	20	1	0	23	3	2	2	1	7	2	6	2	0	10	1	55	56
07:00 AM	0	2	0	0	2	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	0	9	9
07:15 AM	1	2	0	0	3	3	5	1	0	9	1	3	1	1	5	0	4	0	0	4	1	21	22
07:30 AM	0	1	1	0	2	1	5	0	0	6	0	2	2	2	4	0	4	1	0	5	2	17	19
07:45 AM	0	1	1	0	2	0	2	0	0	2	0	1	1	0	2	1	2	0	0	3	0	9	9
Total	1	6	2	0	9	5	16	1	0	22	1	7	4	3	12	1	11	1	0	13	3	56	59
08:00 AM	0	3	0	0	3	1	5	0	0	6	0	0	0	0	0	2	2	1	0	5	0	14	14
08:15 AM	0	2	0	0	2	0	4	0	0	4	0	2	1	0	3	1	4	0	0	5	0	14	14
08:30 AM	2	5	2	1	9	0	5	0	0	5	1	4	1	1	6	1	0	0	0	1	2	21	23
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	5	1	0	6	0	12	12
Total	2	10	2	1	14	1	17	0	0	18	1	9	2	1	12	4	11	2	0	17	2	61	63
Grand Total	3	29	6	1	38	8	53	2	0	63	5	18	8	5	31	7	28	5	0	40	6	172	178
Apprch %	7.9	76.3	15.8			12.7	84.1	3.2			16.1	58.1	25.8			17.5	70	12.5					
Total %	1.7	16.9	3.5		22.1	4.7	30.8	1.2		36.6	2.9	10.5	4.7		18	4.1	16.3	2.9		23.3	3.4	96.6	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	**1**	2	**1**	**5**	0	**6**	0	**2**	**2**	**4**	0	**4**	**1**	**5**	**17**
07:45 AM	0	1	1	2	0	2	0	2	0	1	1	2	1	2	0	3	9
08:00 AM	0	**3**	0	**3**	1	5	0	6	0	0	0	0	**2**	2	1	5	14
08:15 AM	0	2	0	2	0	4	0	4	0	2	1	3	1	4	0	5	14
Total Volume	0	7	2	9	2	16	0	18	0	5	4	9	4	12	2	18	54
% App. Total	0	77.8	22.2		11.1	88.9	0		0	55.6	44.4		22.2	66.7	11.1		
PHF	.000	.583	.500	.750	.500	.800	.000	.750	.000	.625	.500	.563	.500	.750	.500	.900	.794

Counts Unlimited, Inc.
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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	1	**1**	2	**1**	**5**	0	**6**	0	**2**	**2**	**4**	0	**4**	**1**	**5**	
+15 mins.	0	1	1	2	0	2	0	2	0	1	1	2	1	2	0	3	
+30 mins.	0	**3**	0	**3**	1	5	0	6	0	0	0	0	**2**	2	1	5	
+45 mins.	0	2	0	2	0	4	0	4	0	2	1	3	1	4	0	5	
Total Volume	0	7	2	9	2	16	0	18	0	5	4	9	4	12	2	18	
% App. Total	0	77.8	22.2		11.1	88.9	0		0	55.6	44.4		22.2	66.7	11.1		
PHF	.000	.583	.500	.750	.500	.800	.000	.750	.000	.625	.500	.563	.500	.750	.500	.900	

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City of Chino
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File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

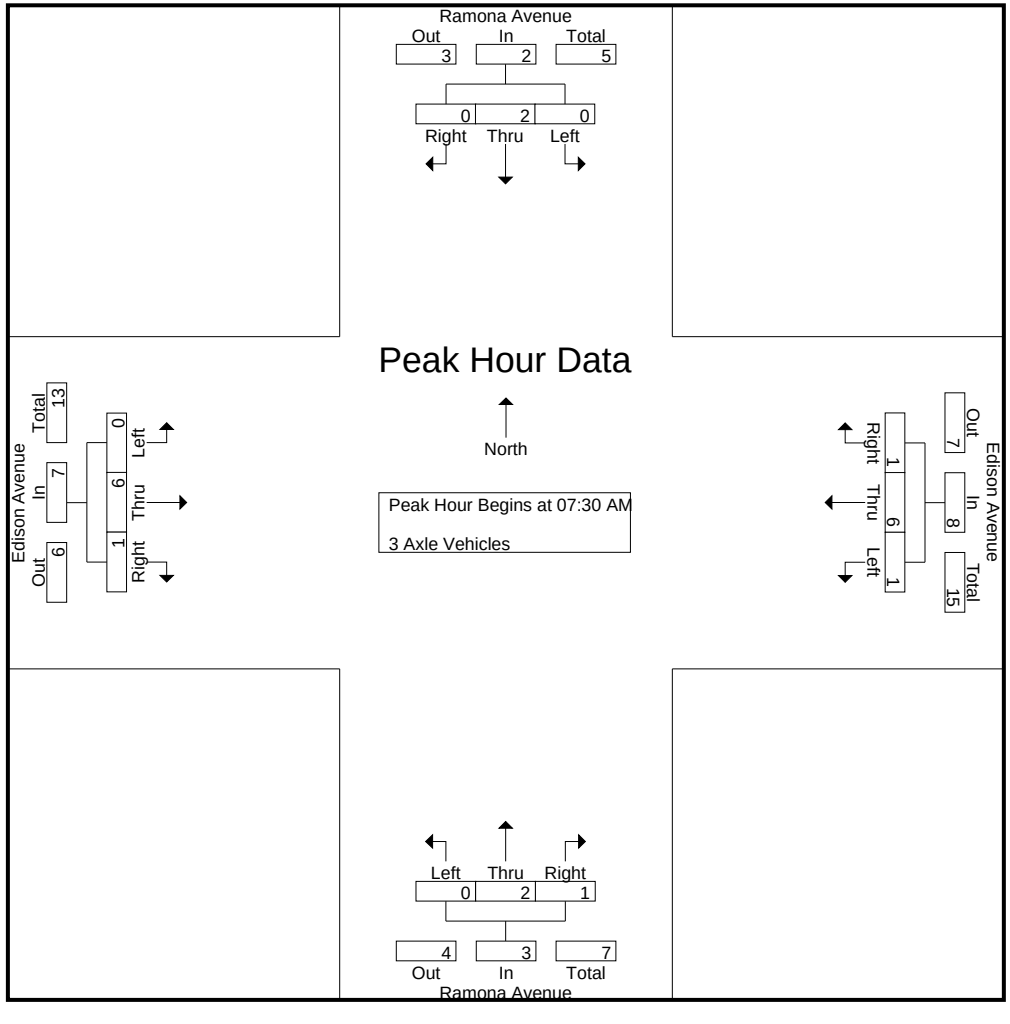
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	4
06:15 AM	0	0	0	0	0	0	4	1	1	5	0	0	0	0	0	0	0	0	0	0	1	5	6
06:30 AM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	7	7
06:45 AM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	1	3	0	0	4	0	9	2	1	11	0	4	0	0	4	0	1	0	0	1	1	20	21
07:00 AM	0	2	0	0	2	1	1	0	0	2	0	1	1	1	2	0	0	0	0	0	1	6	7
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
07:30 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	5	5
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	0	2	0	0	2	1	4	5
Total	0	3	0	0	3	2	4	1	0	7	0	2	3	2	5	0	3	0	0	3	2	18	20
08:00 AM	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	0	1	0	0	1	0	6	6
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	5	5
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	1	1	3	1	6	7
08:45 AM	0	1	1	0	2	1	3	2	0	6	0	2	0	0	2	1	3	0	0	4	0	14	14
Total	1	2	1	0	4	1	7	3	0	11	0	4	0	0	4	1	9	2	1	12	1	31	32
Grand Total	2	8	1	0	11	3	20	6	1	29	0	10	3	2	13	1	13	2	1	16	4	69	73
Apprch %	18.2	72.7	9.1			10.3	69	20.7			0	76.9	23.1			6.2	81.2	12.5					
Total %	2.9	11.6	1.4		15.9	4.3	29	8.7		42	0	14.5	4.3		18.8	1.4	18.8	2.9		23.2	5.5	94.5	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	**1**	2	0	3	0	**1**	0	**1**	0	0	0	0	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	**1**	1	0	2	0	2	4
08:00 AM	0	0	0	0	0	**3**	**1**	**4**	0	1	0	1	0	1	0	1	**6**
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**3**	**1**	**4**	5
Total Volume	0	2	0	2	1	6	1	8	0	2	1	3	0	6	1	7	20
% App. Total	0	100	0		12.5	75	12.5		0	66.7	33.3		0	85.7	14.3		
PHF	.000	.500	.000	.500	.250	.500	.250	.500	.000	.500	.250	.750	.000	.500	.250	.438	.833

Counts Unlimited, Inc.
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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
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File Name : 04_CHN_Ram_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	**1**	0	**1**	**1**	2	0	3	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	1	0	0	**1**	1	0	2	0	2	
+30 mins.	0	0	0	0	0	**3**	**1**	**4**	0	1	0	1	0	1	0	1	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**3**	**1**	**4**	
Total Volume	0	2	0	2	1	6	1	8	0	2	1	3	0	6	1	7	
% App. Total	0	100	0		12.5	75	12.5		0	66.7	33.3		0	85.7	14.3		
PHF	.000	.500	.000	.500	.250	.500	.250	.500	.000	.500	.250	.750	.000	.500	.250	.438	

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Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

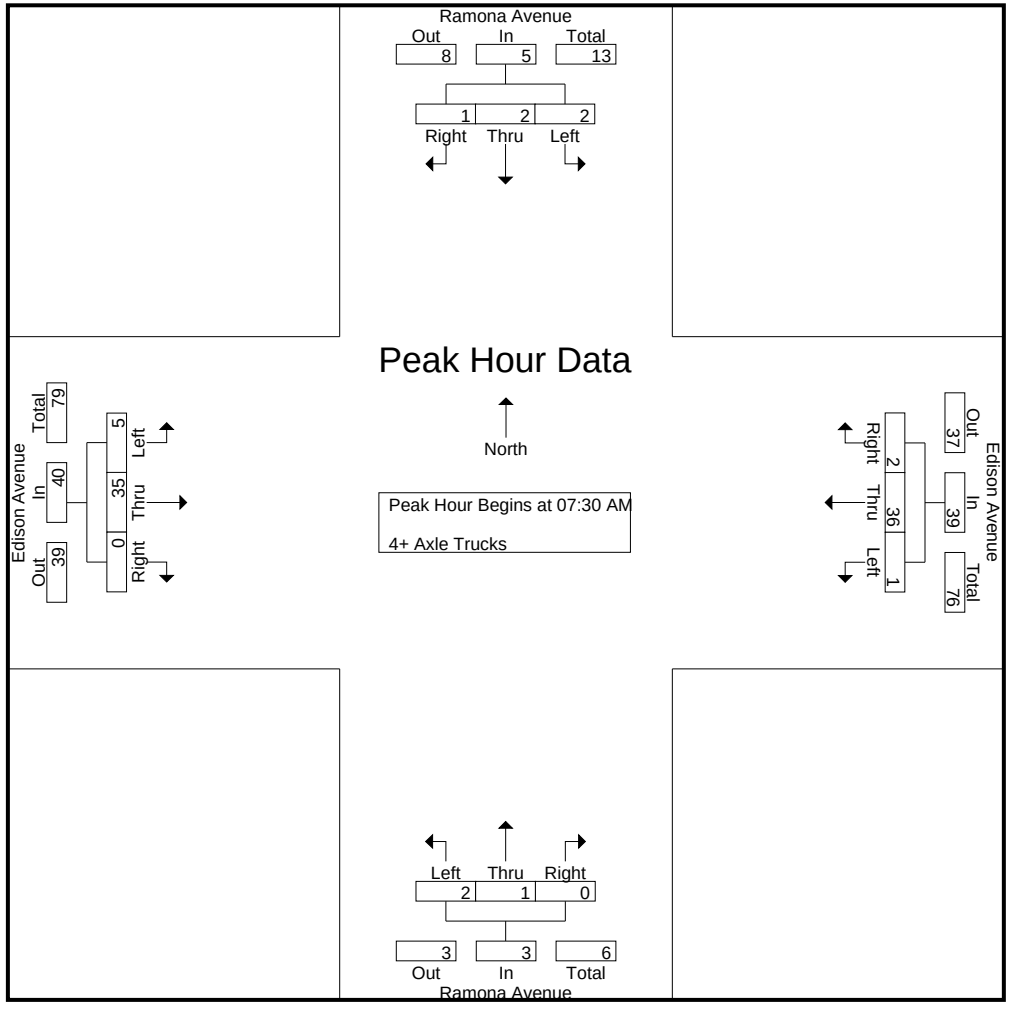
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	1	0	1	0	10	0	0	10	0	1	0	0	1	0	2	0	0	2	0	14	14
06:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	5	0	0	6	0	15	15
06:30 AM	1	0	0	0	1	1	10	0	0	11	1	0	1	1	2	0	10	1	0	11	1	25	26
06:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	6	0	0	7	0	17	17
Total	1	0	1	0	2	1	39	0	0	40	1	1	1	1	3	2	23	1	0	26	1	71	72
07:00 AM	0	1	1	1	2	0	7	0	0	7	1	0	0	0	1	0	11	0	0	11	1	21	22
07:15 AM	0	2	0	0	2	1	8	1	0	10	0	1	0	0	1	1	5	0	0	6	0	19	19
07:30 AM	1	1	0	0	2	0	8	0	0	8	1	0	0	0	1	2	10	0	0	12	0	23	23
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	1	7	0	0	8	0	17	17
Total	1	4	1	1	6	1	31	1	0	33	2	2	0	0	4	4	33	0	0	37	1	80	81
08:00 AM	0	1	1	0	2	0	7	2	0	9	1	0	0	0	1	1	11	0	0	12	0	24	24
08:15 AM	1	0	0	0	1	1	13	0	0	14	0	0	0	0	0	1	7	0	0	8	0	23	23
08:30 AM	0	0	1	0	1	1	5	0	0	6	0	1	0	0	1	1	12	2	0	15	0	23	23
08:45 AM	1	1	1	0	3	0	14	0	0	14	1	0	0	0	1	0	10	0	0	10	0	28	28
Total	2	2	3	0	7	2	39	2	0	43	2	1	0	0	3	3	40	2	0	45	0	98	98
Grand Total	4	6	5	1	15	4	109	3	0	116	5	4	1	1	10	9	96	3	0	108	2	249	251
Apprch %	26.7	40	33.3			3.4	94	2.6			50	40	10			8.3	88.9	2.8					
Total %	1.6	2.4	2		6	1.6	43.8	1.2		46.6	2	1.6	0.4		4	3.6	38.6	1.2		43.4	0.8	99.2	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**1**	0	**2**	0	8	0	8	**1**	0	0	**1**	**2**	10	0	**12**	23
07:45 AM	0	0	0	0	0	8	0	8	0	**1**	0	1	1	7	0	8	17
08:00 AM	0	1	**1**	2	0	7	**2**	9	1	0	0	1	1	**11**	0	12	**24**
08:15 AM	1	0	0	1	**1**	**13**	0	**14**	0	0	0	0	1	7	0	8	23
Total Volume	2	2	1	5	1	36	2	39	2	1	0	3	5	35	0	40	87
% App. Total	40	40	20		2.6	92.3	5.1		66.7	33.3	0		12.5	87.5	0		
PHF	.500	.500	.250	.625	.250	.692	.250	.696	.500	.250	.000	.750	.625	.795	.000	.833	.906

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City of Chino
N/S: Ramona Avenue
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File Name : 04_CHN_Ram_Edi AM
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	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	**1**	**1**	0	**2**	0	8	0	8	**1**	0	0	**1**	**2**	10	0	**12**	
+15 mins.	0	0	0	0	0	8	0	8	0	**1**	0	1	1	7	0	8	
+30 mins.	0	1	**1**	2	0	7	**2**	9	1	0	0	1	1	**11**	0	12	
+45 mins.	1	0	0	1	**1**	**13**	0	**14**	0	0	0	0	1	7	0	8	
Total Volume	2	2	1	5	1	36	2	39	2	1	0	3	5	35	0	40	
% App. Total	40	40	20		2.6	92.3	5.1		66.7	33.3	0		12.5	87.5	0		
PHF	.500	.500	.250	.625	.250	.692	.250	.696	.500	.250	.000	.750	.625	.795	.000	.833	

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Weather: Clear

File Name : 04_CHN_Ram_Edi PM
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Start Date : 4/4/2023
Page No : 1

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

	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	5	65	21	7	91	15	131	10	3	156	15	68	6	3	89	31	147	31	7	209	20	545	565
04:15 PM	5	75	16	6	96	21	118	11	1	150	14	88	15	9	117	28	170	20	7	218	23	581	604
04:30 PM	4	94	23	2	121	9	164	7	2	180	18	95	12	6	125	33	202	27	7	262	17	688	705
04:45 PM	4	89	19	5	112	13	147	4	1	164	17	78	8	6	103	30	162	26	9	218	21	597	618
Total	18	323	79	20	420	58	560	32	7	650	64	329	41	24	434	122	681	104	30	907	81	2411	2492
05:00 PM	4	71	37	10	112	17	205	6	0	228	17	91	8	6	116	29	219	26	10	274	26	730	756
05:15 PM	4	79	17	5	100	15	149	2	0	166	16	99	9	2	124	33	182	13	3	228	10	618	628
05:30 PM	8	82	26	7	116	11	138	6	0	155	10	79	13	4	102	31	217	30	10	278	21	651	672
05:45 PM	8	85	17	2	110	12	110	1	0	123	16	88	12	7	116	27	153	27	7	207	16	556	572
Total	24	317	97	24	438	55	602	15	0	672	59	357	42	19	458	120	771	96	30	987	73	2555	2628
06:00 PM	4	65	15	2	84	15	125	7	0	147	13	88	10	6	111	28	166	9	5	203	13	545	558
06:15 PM	3	81	12	2	96	4	114	5	0	123	8	72	8	2	88	26	188	25	6	239	10	546	556
06:30 PM	3	41	12	5	56	10	135	4	1	149	4	49	6	4	59	24	166	17	3	207	13	471	484
06:45 PM	4	69	21	7	94	10	115	3	0	128	9	75	6	2	90	21	148	16	7	185	16	497	513
Total	14	256	60	16	330	39	489	19	1	547	34	284	30	14	348	99	668	67	21	834	52	2059	2111
Grand Total	56	896	236	60	1188	152	1651	66	8	1869	157	970	113	57	1240	341	2120	267	81	2728	206	7025	7231
Apprch %	4.7	75.4	19.9			8.1	88.3	3.5			12.7	78.2	9.1			12.5	77.7	9.8					
Total %	0.8	12.8	3.4		16.9	2.2	23.5	0.9		26.6	2.2	13.8	1.6		17.7	4.9	30.2	3.8		38.8	2.8	97.2	
Passenger Vehicles	42	883	229		1212	138	1592	56		1793	147	945	98		1246	326	1993	248		2641	0	0	6892
% Passenger Vehicles	75	98.5	97	96.7	97.1	90.8	96.4	84.8	87.5	95.5	93.6	97.4	86.7	98.2	96.1	95.6	94	92.9	91.4	94	0	0	95.3
Large 2 Axle Vehicles	4	7	0		11	3	15	0		18	3	8	2		14	9	29	8		51	0	0	94
% Large 2 Axle Vehicles	7.1	0.8	0	0	0.9	2	0.9	0	0	1	1.9	0.8	1.8	1.8	1.1	2.6	1.4	3	6.2	1.8	0	0	1.3
3 Axle Vehicles	2	1	0		3	1	7	3		12	0	6	1		7	1	16	1		18	0	0	40
% 3 Axle Vehicles	3.6	0.1	0	0	0.2	0.7	0.4	4.5	12.5	0.6	0	0.6	0.9	0	0.5	0.3	0.8	0.4	0	0.6	0	0	0.6
4+ Axle Trucks	8	5	7		22	10	37	7		54	7	11	12		30	5	82	10		99	0	0	205
% 4+ Axle Trucks	14.3	0.6	3	3.3	1.8	6.6	2.2	10.6	0	2.9	4.5	1.1	10.6	0	2.3	1.5	3.9	3.7	2.5	3.5	0	0	2.8

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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

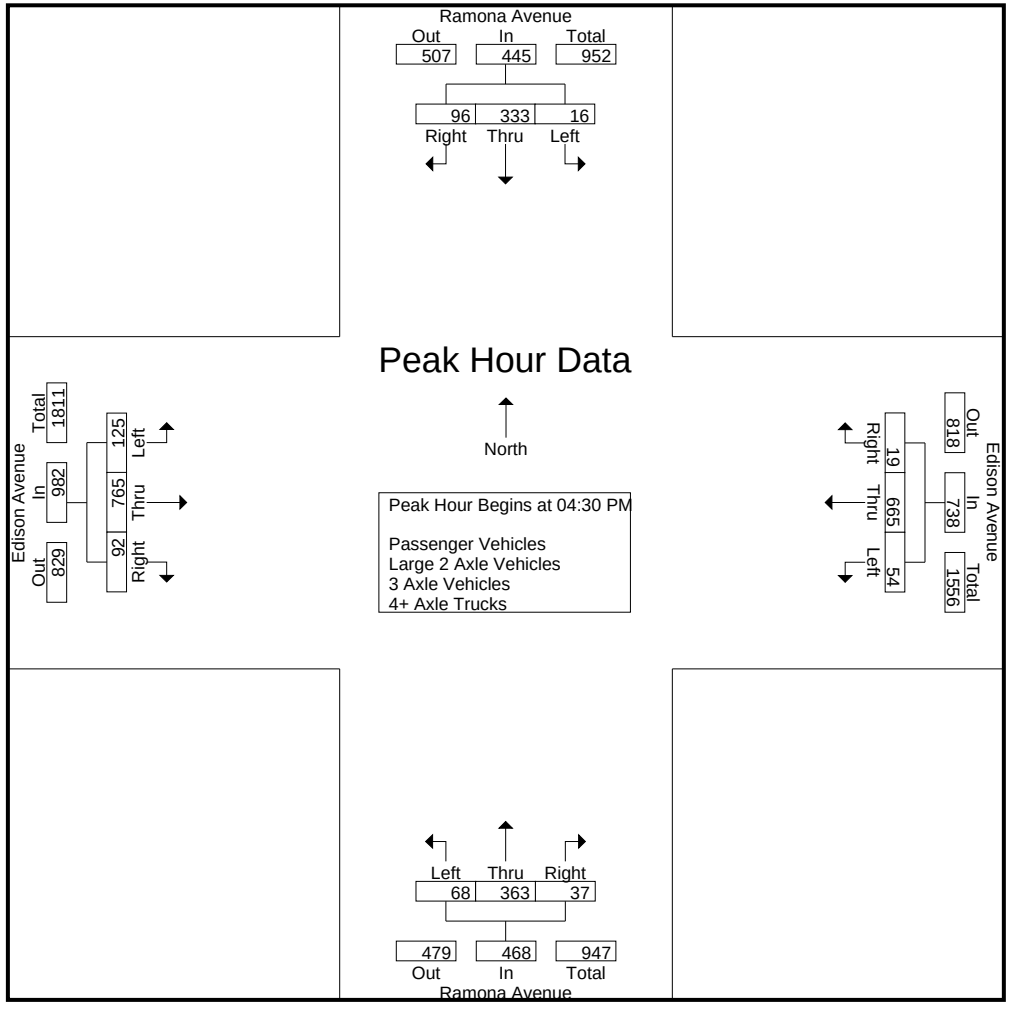
File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**4**	**94**	23	**121**	9	164	**7**	180	**18**	95	**12**	**125**	**33**	202	**27**	262	688
04:45 PM	4	89	19	112	13	147	4	164	17	78	8	103	30	162	26	218	597
05:00 PM	4	71	**37**	112	**17**	**205**	6	**228**	17	91	8	116	29	**219**	26	**274**	**730**
05:15 PM	4	79	17	100	15	149	2	166	16	**99**	9	124	33	182	13	228	618
Total Volume	16	333	96	445	54	665	19	738	68	363	37	468	125	765	92	982	2633
% App. Total	3.6	74.8	21.6		7.3	90.1	2.6		14.5	77.6	7.9		12.7	77.9	9.4		
PHF	1.00	.886	.649	.919	.794	.811	.679	.809	.944	.917	.771	.936	.947	.873	.852	.896	.902

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File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:45 PM				
+0 mins.	**4**	**94**	23	**121**	9	164	**7**	180	**18**	95	**12**	**125**	30	162	26	218	
+15 mins.	4	89	19	112	13	147	4	164	17	78	8	103	29	**219**	26	274	
+30 mins.	4	71	**37**	112	**17**	**205**	6	**228**	17	91	8	116	**33**	182	13	228	
+45 mins.	4	79	17	100	15	149	2	166	16	**99**	9	124	31	217	**30**	**278**	
Total Volume	16	333	96	445	54	665	19	738	68	363	37	468	123	780	95	998	
% App. Total	3.6	74.8	21.6		7.3	90.1	2.6		14.5	77.6	7.9		12.3	78.2	9.5		
PHF	1.000	.886	.649	.919	.794	.811	.679	.809	.944	.917	.771	.936	.932	.890	.792	.897	

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Groups Printed- Passenger Vehicles

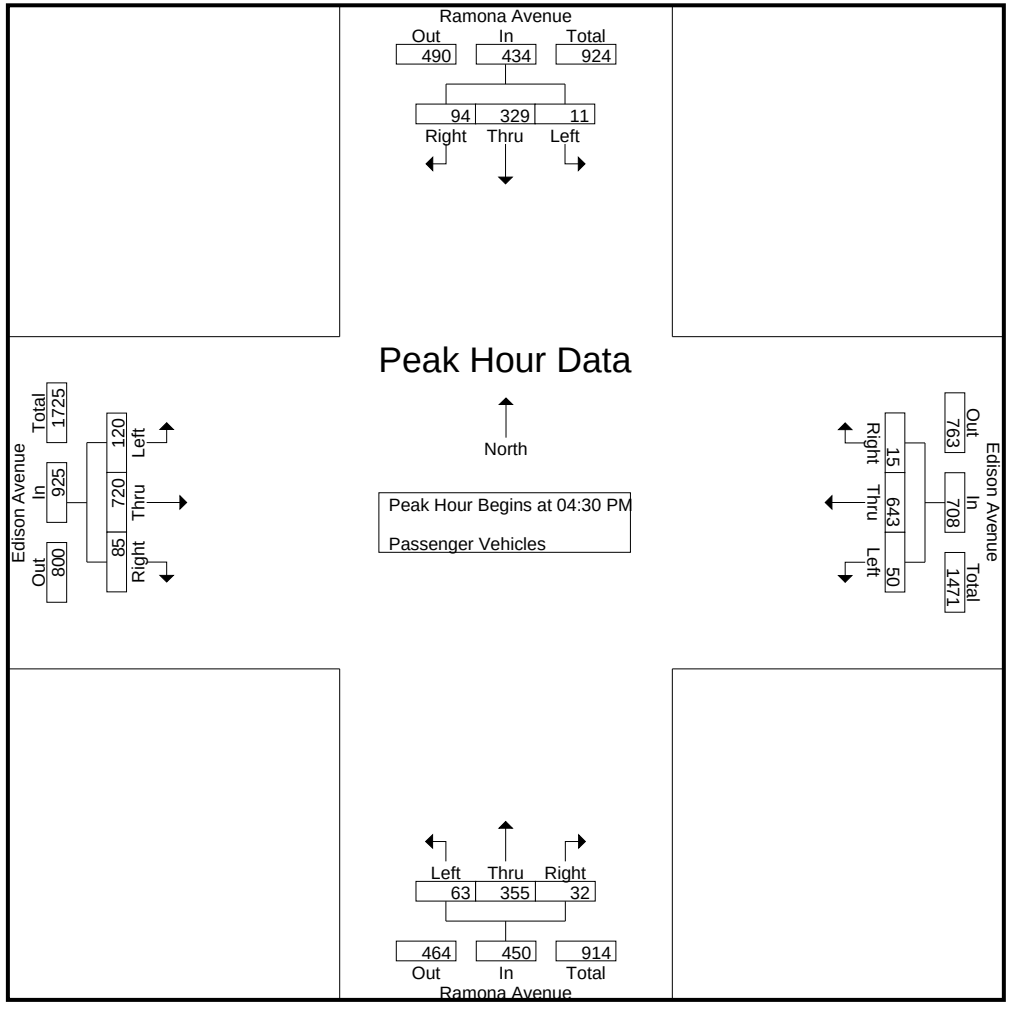
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	62	20	7	85	15	126	9	2	150	13	62	6	3	81	27	126	27	5	180	17	496	513
04:15 PM	2	74	15	6	91	18	115	10	1	143	13	83	14	9	110	26	158	19	7	203	23	547	570
04:30 PM	2	93	22	2	117	8	157	7	2	172	16	90	11	6	117	30	186	25	6	241	16	647	663
04:45 PM	3	88	19	5	110	13	142	3	1	158	15	76	7	5	98	30	153	23	9	206	20	572	592
Total	10	317	76	20	403	54	540	29	6	623	57	311	38	23	406	113	623	94	27	830	76	2262	2338
05:00 PM	4	69	36	9	109	14	197	4	0	215	16	90	8	6	114	28	208	24	9	260	24	698	722
05:15 PM	2	79	17	5	98	15	147	1	0	163	16	99	6	2	121	32	173	13	3	218	10	600	610
05:30 PM	8	81	25	7	114	10	131	5	0	146	8	75	11	4	94	30	205	29	10	264	21	618	639
05:45 PM	6	85	17	2	108	12	107	0	0	119	16	88	11	7	115	25	147	26	7	198	16	540	556
Total	20	314	95	23	429	51	582	10	0	643	56	352	36	19	444	115	733	92	29	940	71	2456	2527
06:00 PM	4	63	15	2	82	14	120	7	0	141	13	88	10	6	111	28	154	9	5	191	13	525	538
06:15 PM	2	81	12	2	95	3	107	4	0	114	8	70	6	2	84	26	178	24	5	228	9	521	530
06:30 PM	2	40	12	5	54	9	131	3	1	143	4	49	5	4	58	23	161	15	3	199	13	454	467
06:45 PM	4	68	19	6	91	7	112	3	0	122	9	75	3	2	87	21	144	14	5	179	13	479	492
Total	12	252	58	15	322	33	470	17	1	520	34	282	24	14	340	98	637	62	18	797	48	1979	2027
Grand Total	42	883	229	58	1154	138	1592	56	7	1786	147	945	98	56	1190	326	1993	248	74	2567	195	6697	6892
Apprch %	3.6	76.5	19.8			7.7	89.1	3.1			12.4	79.4	8.2			12.7	77.6	9.7					
Total %	0.6	13.2	3.4		17.2	2.1	23.8	0.8		26.7	2.2	14.1	1.5		17.8	4.9	29.8	3.7		38.3	2.8	97.2	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**93**	22	**117**	8	157	**7**	172	**16**	90	**11**	117	30	186	**25**	241	647
04:45 PM	3	88	19	110	13	142	3	158	15	76	7	98	30	153	23	206	572
05:00 PM	**4**	69	**36**	109	14	**197**	4	**215**	16	90	8	114	28	**208**	24	**260**	**698**
05:15 PM	2	79	17	98	**15**	147	1	163	16	**99**	6	**121**	**32**	173	13	218	600
Total Volume	11	329	94	434	50	643	15	708	63	355	32	450	120	720	85	925	2517
% App. Total	2.5	75.8	21.7		7.1	90.8	2.1		14	78.9	7.1		13	77.8	9.2		
PHF	.688	.884	.653	.927	.833	.816	.536	.823	.984	.896	.727	.930	.938	.865	.850	.889	.902

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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
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File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	2	**93**	22	**117**	8	157	**7**	172	**16**	90	**11**	117	30	186	**25**	241	
+15 mins.	3	88	19	110	13	142	3	158	15	76	7	98	30	153	23	206	
+30 mins.	**4**	69	**36**	109	14	**197**	4	**215**	16	90	8	114	28	**208**	24	**260**	
+45 mins.	2	79	17	98	**15**	147	1	163	16	**99**	6	**121**	**32**	173	13	218	
Total Volume	11	329	94	434	50	643	15	708	63	355	32	450	120	720	85	925	
% App. Total	2.5	75.8	21.7		7.1	90.8	2.1		14	78.9	7.1		13	77.8	9.2		
PHF	.688	.884	.653	.927	.833	.816	.536	.823	.984	.896	.727	.930	.938	.865	.850	.889	

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Groups Printed- Large 2 Axle Vehicles

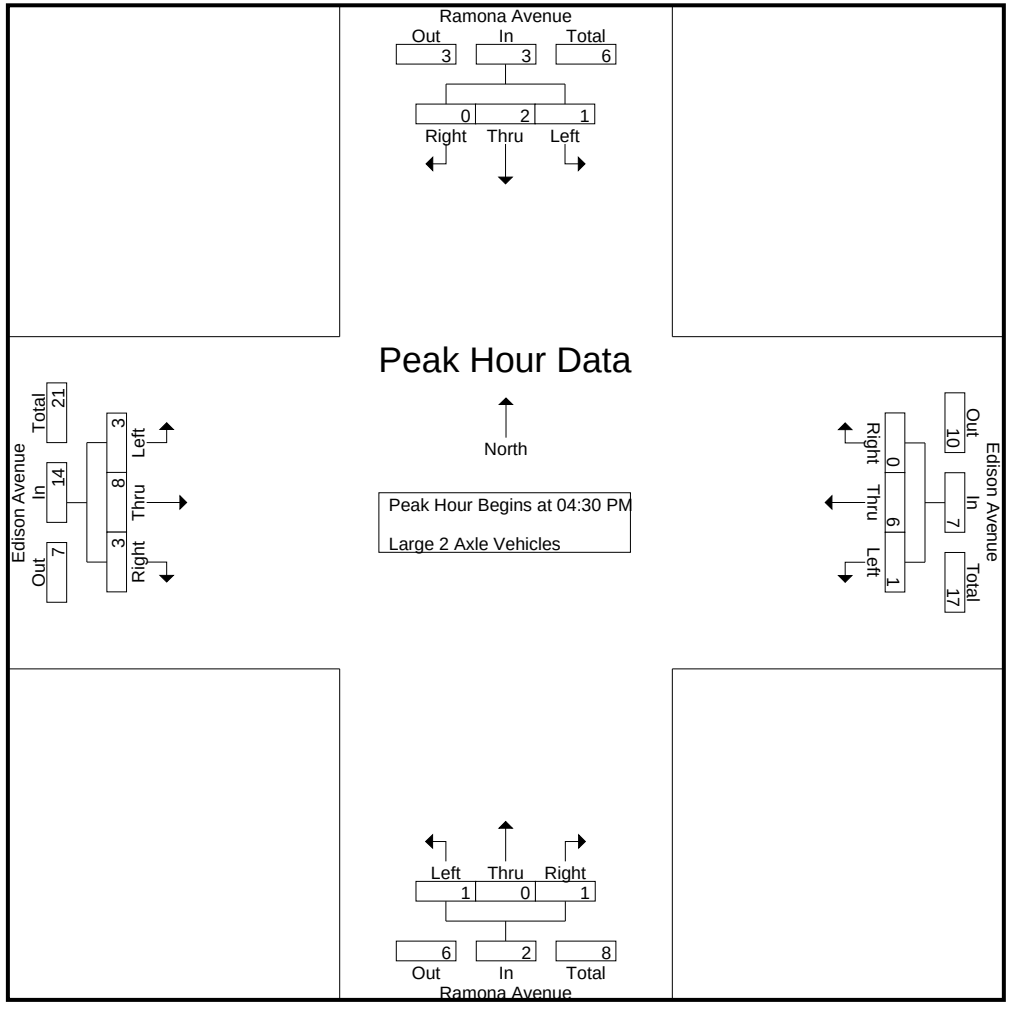
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	3	0	0	3	1	4	0	0	5	2	11	1	1	14	1	24	25
04:15 PM	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	2	2	0	0	4	0	8	8
04:30 PM	1	1	0	0	2	0	3	0	0	3	1	0	0	0	1	2	4	1	1	7	1	13	14
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	0	1	1	0	2	1	6	7
Total	2	4	0	0	6	2	9	0	0	11	2	4	1	1	7	6	18	3	2	27	3	51	54
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	4
05:30 PM	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	1	2	0	0	3	0	8	8
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	5	5
Total	1	2	0	0	3	1	2	0	0	3	1	2	0	0	3	3	6	2	1	11	1	20	21
06:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
06:15 PM	1	0	0	0	1	0	2	0	0	2	0	2	1	0	3	0	1	1	1	2	1	8	9
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
Total	1	1	0	0	2	0	4	0	0	4	0	2	1	0	3	0	5	3	2	8	2	17	19
Grand Total	4	7	0	0	11	3	15	0	0	18	3	8	2	1	13	9	29	8	5	46	6	88	94
Apprch %	36.4	63.6	0			16.7	83.3	0			23.1	61.5	15.4			19.6	63	17.4					
Total %	4.5	8	0		12.5	3.4	17	0		20.5	3.4	9.1	2.3		14.8	10.2	33	9.1		52.3	6.4	93.6	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**1**	0	**2**	0	**3**	0	**3**	**1**	0	0	**1**	**2**	**4**	**1**	**7**	**13**
04:45 PM	0	0	0	0	0	3	0	3	0	0	**1**	1	0	1	1	2	6
05:00 PM	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
Total Volume	1	2	0	3	1	6	0	7	1	0	1	2	3	8	3	14	26
% App. Total	33.3	66.7	0		14.3	85.7	0		50	0	50		21.4	57.1	21.4		
PHF	.250	.500	.000	.375	.250	.500	.000	.583	.250	.000	.250	.500	.375	.500	.750	.500	.500

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File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	**1**	**1**	0	**2**	0	**3**	0	**3**	**1**	0	0	**1**	**2**	**4**	**1**	**7**	
+15 mins.	0	0	0	0	0	3	0	3	0	0	**1**	1	0	1	1	2	
+30 mins.	0	1	0	1	**1**	0	0	1	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	
Total Volume	1	2	0	3	1	6	0	7	1	0	1	2	3	8	3	14	
% App. Total	33.3	66.7	0		14.3	85.7	0		50	0	50		21.4	57.1	21.4		
PHF	.250	.500	.000	.375	.250	.500	.000	.583	.250	.000	.250	.500	.375	.500	.750	.500	

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Page No : 1

Groups Printed- 3 Axle Vehicles

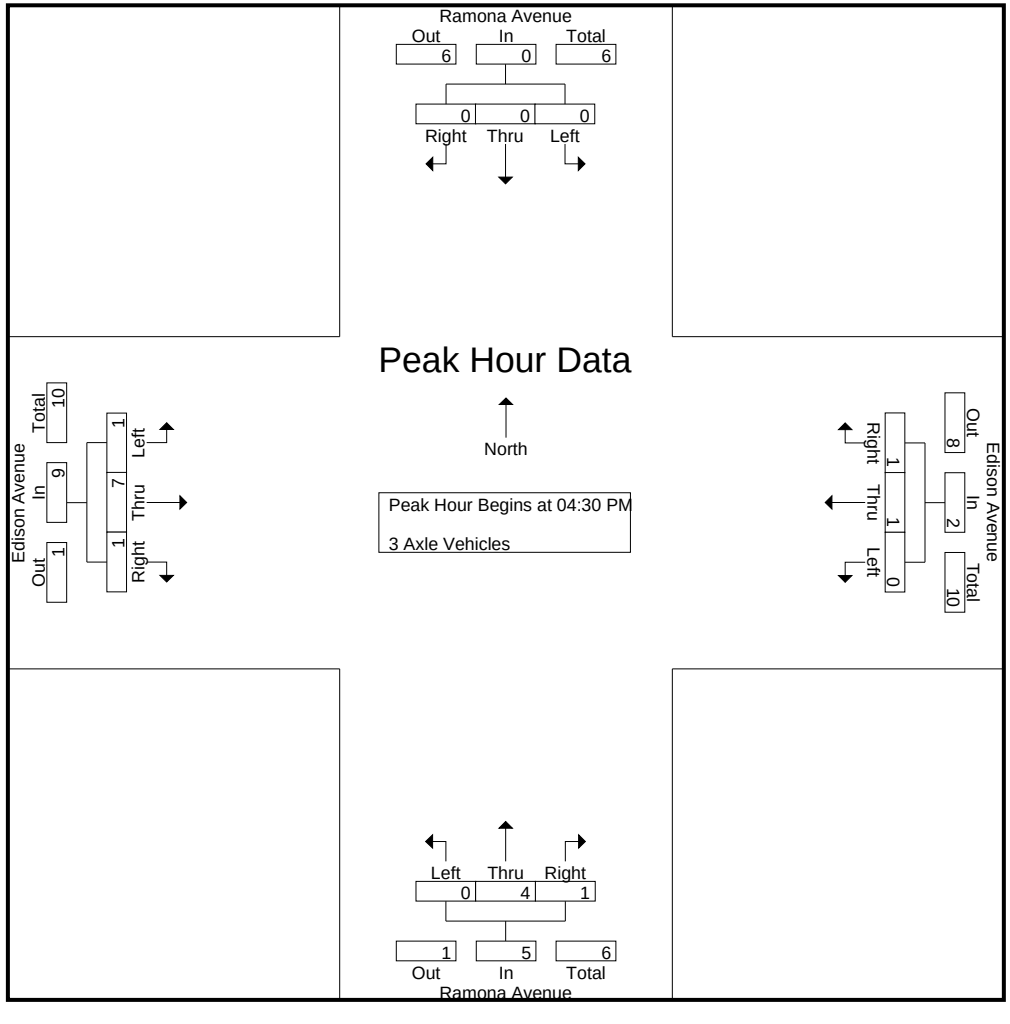
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	1	2	0	1	0	0	1	0	0	0	0	0	1	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	5	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	4	4
Total	0	0	0	0	0	0	1	1	1	2	0	6	0	0	6	1	4	1	0	6	1	14	15
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	4	4
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	0	6	0	0	6	0	13	13
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
06:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
06:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	1	1	0	0	2	1	2	1	0	4	0	0	0	0	0	0	6	0	0	6	0	12	12
Grand Total	2	1	0	0	3	1	7	3	1	11	0	6	1	0	7	1	16	1	0	18	1	39	40
Apprch %	66.7	33.3	0			9.1	63.6	27.3			0	85.7	14.3			5.6	88.9	5.6					
Total %	5.1	2.6	0		7.7	2.6	17.9	7.7		28.2	0	15.4	2.6		17.9	2.6	41	2.6		46.2	2.5	97.5	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**1**	1	0	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	**1**	**3**	4
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	**1**	1	0	0	**1**	1	0	2	0	2	4
Total Volume	0	0	0	0	0	1	1	2	0	4	1	5	1	7	1	9	16
% App. Total	0	0	0		0	50	50		0	80	20		11.1	77.8	11.1		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.333	.250	.417	.250	.875	.250	.750	.800

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

City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for 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	**3**	0	**3**	**1**	1	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	**1**	**3**	
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	**1**	1	0	2	0	2	
Total Volume	0	0	0	0	0	1	1	2	0	4	1	5	1	7	1	9	
% App. Total	0	0	0		0	50	50		0	80	20		11.1	77.8	11.1		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.333	.250	.417	.250	.875	.250	.750	

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City of Chino
N/S: Ramona Avenue
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Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

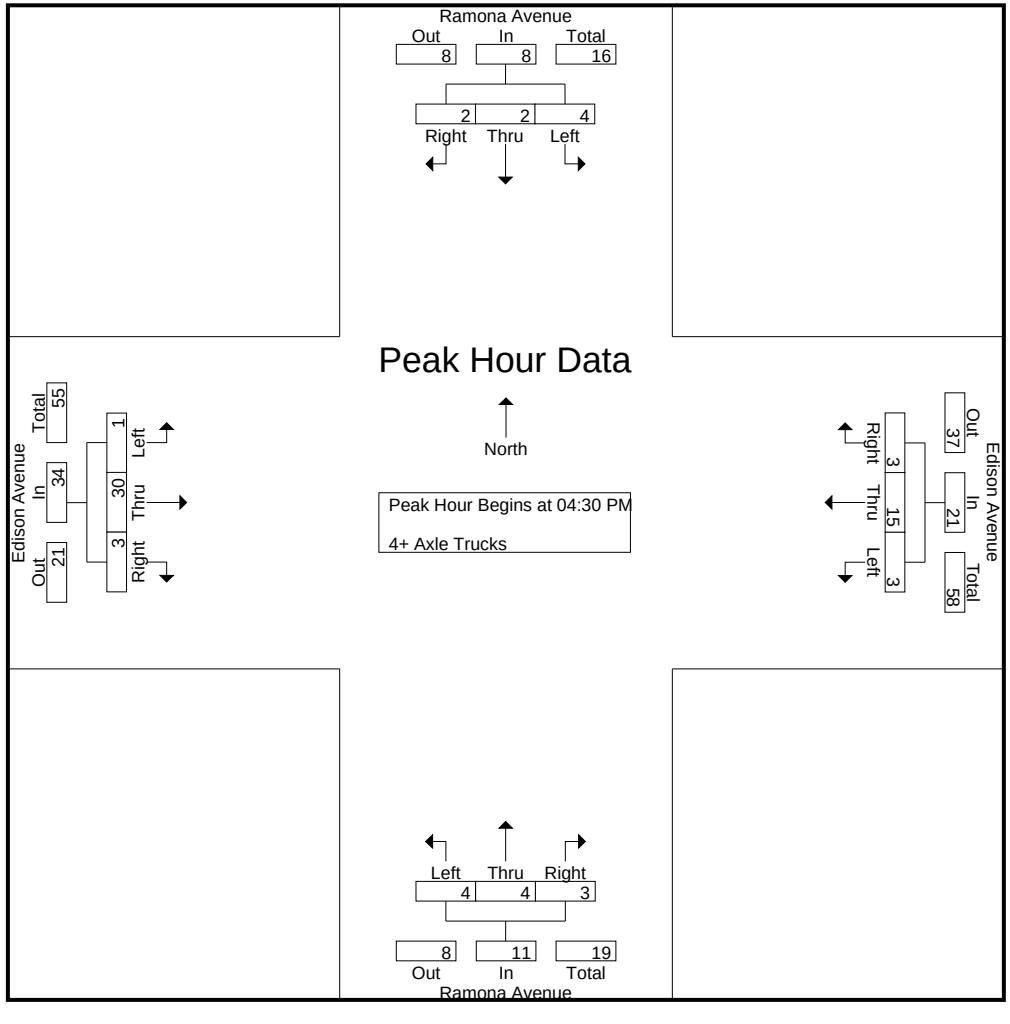
	Ramona Avenue Southbound					Edison Avenue Westbound					Ramona Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	1	1	0	4	0	1	0	0	1	1	1	0	0	2	2	10	3	1	15	1	22	23
04:15 PM	2	0	1	0	3	1	3	1	0	5	1	4	1	0	6	0	9	1	0	10	0	24	24
04:30 PM	1	0	1	0	2	1	4	0	0	5	1	2	1	0	4	0	11	1	0	12	0	23	23
04:45 PM	1	1	0	0	2	0	2	1	0	3	2	1	0	0	3	0	6	1	0	7	0	15	15
Total	6	2	3	0	11	2	10	2	0	14	5	8	2	0	15	2	36	6	1	44	1	84	85
05:00 PM	0	1	1	1	2	2	7	2	0	11	1	1	0	0	2	1	9	1	0	11	1	26	27
05:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	2	0	2	0	4	0	0	4	0	10	10
05:30 PM	0	0	1	0	1	1	3	1	0	5	1	2	2	0	5	0	9	1	0	10	0	21	21
05:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	1	4	0	0	5	0	9	9
Total	2	1	2	1	5	3	14	4	0	21	2	3	5	0	10	2	26	2	0	30	1	66	67
06:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	12	12
06:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	8	0	0	8	0	14	14
06:30 PM	0	0	0	0	0	1	4	1	0	6	0	0	1	0	1	1	2	1	0	4	0	11	11
06:45 PM	0	1	2	1	3	3	2	0	0	5	0	0	3	0	3	0	2	1	1	3	2	14	16
Total	0	2	2	1	4	5	13	1	0	19	0	0	5	0	5	1	20	2	1	23	2	51	53
Grand Total	8	5	7	2	20	10	37	7	0	54	7	11	12	0	30	5	82	10	2	97	4	201	205
Apprch %	40	25	35			18.5	68.5	13			23.3	36.7	40			5.2	84.5	10.3					
Total %	4	2.5	3.5		10	5	18.4	3.5		26.9	3.5	5.5	6		14.9	2.5	40.8	5		48.3	2	98	

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	**1**	**2**	1	4	0	5	1	**2**	1	**4**	0	**11**	**1**	**12**	23
04:45 PM	1	**1**	0	2	0	2	1	3	**2**	1	0	3	0	6	1	7	15
05:00 PM	0	1	1	2	**2**	**7**	**2**	**11**	1	1	0	2	**1**	9	1	11	**26**
05:15 PM	**2**	0	0	2	0	2	0	2	0	0	**2**	2	0	4	0	4	10
Total Volume	4	2	2	8	3	15	3	21	4	4	3	11	1	30	3	34	74
% App. Total	50	25	25		14.3	71.4	14.3		36.4	36.4	27.3		2.9	88.2	8.8		
PHF	.500	.500	.500	1.00	.375	.536	.375	.477	.500	.500	.375	.688	.250	.682	.750	.708	.712

Counts Unlimited, Inc.
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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Ramona Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 04_CHN_Ram_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Ramona Avenue Southbound				Edison Avenue Westbound				Ramona Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	0	**1**	**2**	1	4	0	5	1	**2**	1	**4**	0	**11**	**1**	**12**	
+15 mins.	1	**1**	0	2	0	2	1	3	**2**	1	0	3	0	6	1	7	
+30 mins.	0	1	1	2	**2**	**7**	**2**	**11**	1	1	0	2	**1**	9	1	11	
+45 mins.	**2**	0	0	2	0	2	0	2	0	0	**2**	2	0	4	0	4	
Total Volume	4	2	2	8	3	15	3	21	4	4	3	11	1	30	3	34	
% App. Total	50	25	25		14.3	71.4	14.3		36.4	36.4	27.3		2.9	88.2	8.8		
PHF	.500	.500	.500	1.000	.375	.536	.375	.477	.500	.500	.375	.688	.250	.682	.750	.708	

Location: Chino
N/S: Ramona Avenue
E/W: Edison Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Ramona Avenue Pedestrians	East Leg Edison Avenue Pedestrians	South Leg Ramona Avenue Pedestrians	West Leg Edison Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Ramona Avenue Pedestrians	East Leg Edison Avenue Pedestrians	South Leg Ramona Avenue Pedestrians	West Leg Edison 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	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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Location: Chino
N/S: Ramona Avenue
E/W: Edison Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Ramona Avenue			Westbound Edison Avenue			Northbound Ramona Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	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	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	0	0	0	1	0	0	0	0	5

	Southbound Ramona Avenue			Westbound Edison Avenue			Northbound Ramona Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	1	0	0	3	0	0	0	0	9

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	31	7	0	38	7	26	2	1	35	1	12	3	0	16	0	21	11	1	32	2	121	123
06:15 AM	4	29	3	0	36	5	15	4	1	24	0	11	1	1	12	1	19	15	3	35	5	107	112
06:30 AM	3	32	6	1	41	6	44	1	1	51	2	4	0	0	6	3	29	11	5	43	7	141	148
06:45 AM	5	45	17	8	67	4	39	4	1	47	0	12	0	0	12	3	44	21	6	68	15	194	209
Total	12	137	33	9	182	22	124	11	4	157	3	39	4	1	46	7	113	58	15	178	29	563	592
07:00 AM	5	24	13	6	42	5	47	1	0	53	1	8	1	1	10	6	27	11	0	44	7	149	156
07:15 AM	5	17	22	13	44	3	67	5	1	75	2	7	1	0	10	4	40	8	2	52	16	181	197
07:30 AM	5	25	22	10	52	4	88	2	0	94	3	12	1	1	16	7	89	25	3	121	14	283	297
07:45 AM	13	35	20	7	68	4	73	7	2	84	4	8	1	1	13	14	106	15	4	135	14	300	314
Total	28	101	77	36	206	16	275	15	3	306	10	35	4	3	49	31	262	59	9	352	51	913	964
08:00 AM	6	29	20	8	55	6	95	9	2	110	3	11	5	3	19	12	114	23	1	149	14	333	347
08:15 AM	5	18	42	16	65	2	115	8	3	125	2	15	0	0	17	28	136	26	7	190	26	397	423
08:30 AM	7	23	15	7	45	3	73	5	1	81	7	14	1	0	22	29	112	7	1	148	9	296	305
08:45 AM	7	20	5	2	32	5	56	7	0	68	4	7	2	0	13	10	70	11	2	91	4	204	208
Total	25	90	82	33	197	16	339	29	6	384	16	47	8	3	71	79	432	67	11	578	53	1230	1283
Grand Total	65	328	192	78	585	54	738	55	13	847	29	121	16	7	166	117	807	184	35	1108	133	2706	2839
Apprch %	11.1	56.1	32.8			6.4	87.1	6.5			17.5	72.9	9.6			10.6	72.8	16.6					
Total %	2.4	12.1	7.1		21.6	2	27.3	2		31.3	1.1	4.5	0.6		6.1	4.3	29.8	6.8		40.9	4.7	95.3	
Passenger Vehicles	59	316	182		630	49	708	52		821	21	110	14		151	112	772	167		1079	0	0	2681
% Passenger Vehicles	90.8	96.3	94.8	93.6	95	90.7	95.9	94.5	92.3	95.5	72.4	90.9	87.5	85.7	87.3	95.7	95.7	90.8	80	94.4	0	0	94.4
Large 2 Axle Vehicles	5	12	7		28	2	26	3		32	6	11	2		20	3	31	14		54	0	0	134
% Large 2 Axle Vehicles	7.7	3.7	3.6	5.1	4.2	3.7	3.5	5.5	7.7	3.7	20.7	9.1	12.5	14.3	11.6	2.6	3.8	7.6	17.1	4.7	0	0	4.7
3 Axle Vehicles	1	0	1		3	1	2	0		3	2	0	0		2	0	4	2		7	0	0	15
% 3 Axle Vehicles	1.5	0	0.5	1.3	0.5	1.9	0.3	0	0	0.3	6.9	0	0	0	1.2	0	0.5	1.1	2.9	0.6	0	0	0.5
4+ Axle Trucks	0	0	2		2	2	2	0		4	0	0	0		0	2	0	1		3	0	0	9
% 4+ Axle Trucks	0	0	1	0	0.3	3.7	0.3	0	0	0.5	0	0	0	0	0	1.7	0	0.5	0	0.3	0	0	0.3

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

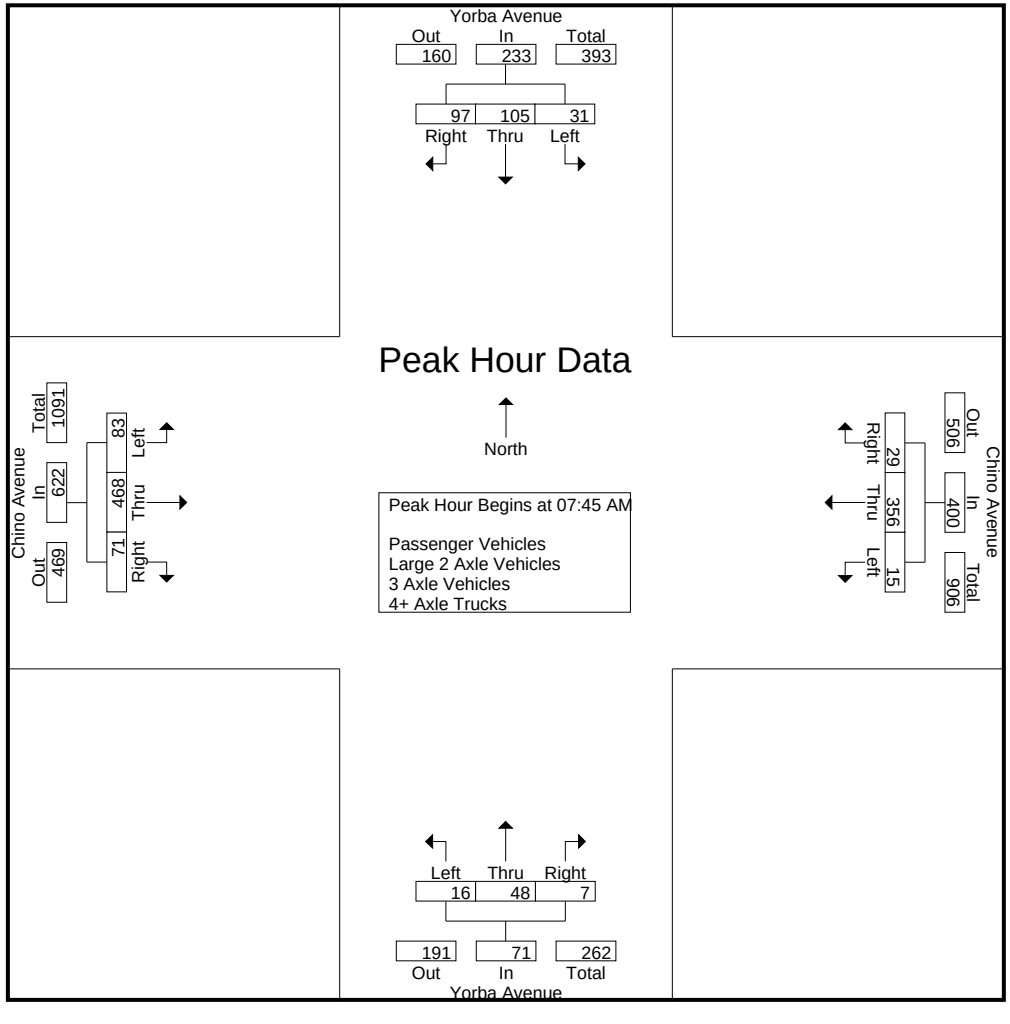
File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**13**	**35**	20	**68**	4	73	7	84	4	8	1	13	14	106	15	135	300
08:00 AM	6	29	20	55	**6**	95	**9**	110	3	11	**5**	19	12	114	23	149	333
08:15 AM	5	18	**42**	65	2	**115**	8	**125**	2	**15**	0	17	28	**136**	**26**	**190**	**397**
08:30 AM	7	23	15	45	3	73	5	81	**7**	14	1	**22**	**29**	112	7	148	296
Total Volume	31	105	97	233	15	356	29	400	16	48	7	71	83	468	71	622	1326
% App. Total	13.3	45.1	41.6		3.8	89	7.2		22.5	67.6	9.9		13.3	75.2	11.4		
PHF	.596	.750	.577	.857	.625	.774	.806	.800	.571	.800	.350	.807	.716	.860	.683	.818	.835

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 4

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	5	25	22	52	4	88	2	94	4	8	1	13	14	106	15	135	
+15 mins.	**13**	**35**	20	**68**	4	73	7	84	3	11	**5**	19	12	114	23	149	
+30 mins.	6	29	20	55	**6**	95	**9**	110	2	**15**	0	17	28	**136**	**26**	**190**	
+45 mins.	5	18	**42**	65	2	**115**	8	**125**	**7**	14	1	**22**	**29**	112	7	148	
Total Volume	29	107	104	240	16	371	26	413	16	48	7	71	83	468	71	622	
% App. Total	12.1	44.6	43.3		3.9	89.8	6.3		22.5	67.6	9.9		13.3	75.2	11.4		
PHF	.558	.764	.619	.882	.667	.807	.722	.826	.571	.800	.350	.807	.716	.860	.683	.818	

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City of Chino
N/S: Yorba Avenue
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Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- Passenger Vehicles

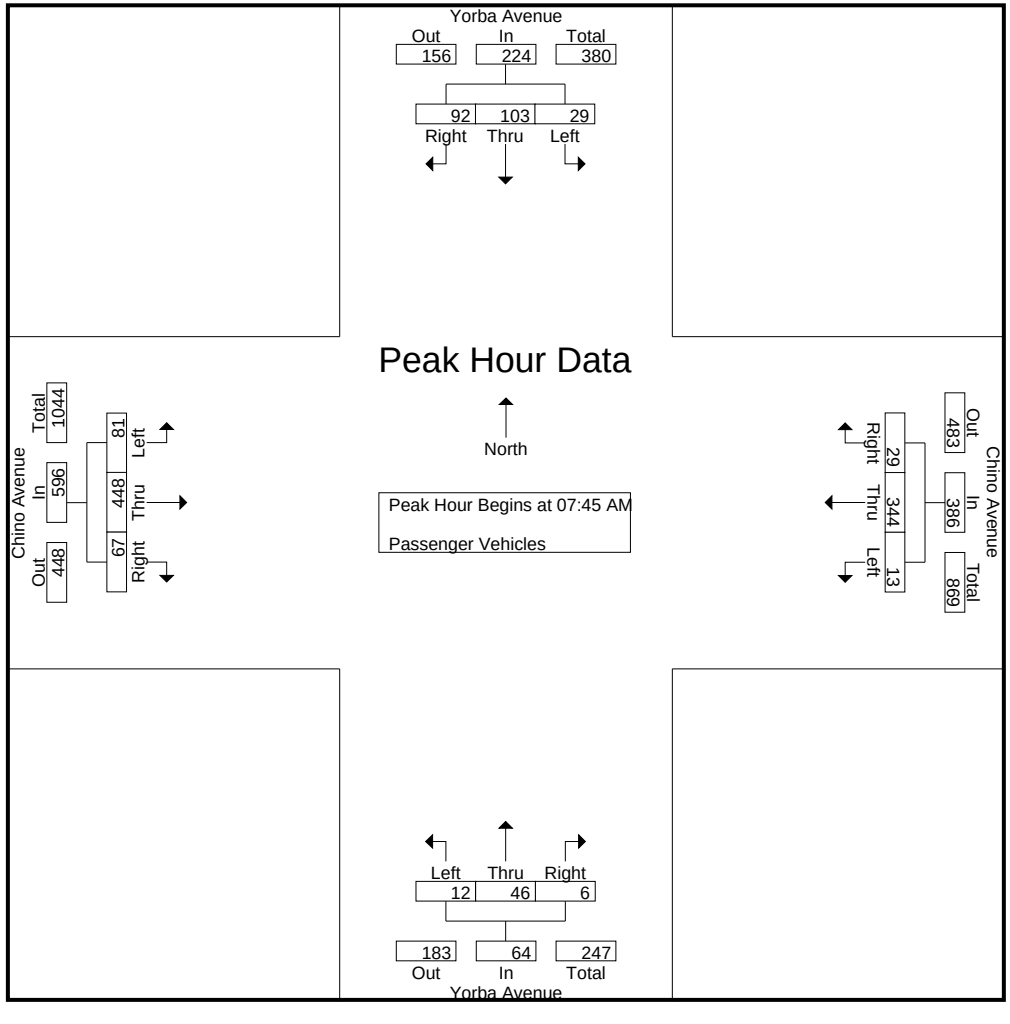
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	31	7	0	38	7	21	2	1	30	1	11	2	0	14	0	18	9	1	27	2	109	111
06:15 AM	4	27	3	0	34	5	14	4	1	23	0	10	1	1	11	1	18	14	3	33	5	101	106
06:30 AM	2	31	6	1	39	6	41	0	0	47	2	3	0	0	5	3	28	9	3	40	4	131	135
06:45 AM	5	41	17	8	63	4	39	3	1	46	0	9	0	0	9	2	42	19	5	63	14	181	195
Total	11	130	33	9	174	22	115	9	3	146	3	33	3	1	39	6	106	51	12	163	25	522	547
07:00 AM	4	23	12	6	39	4	44	1	0	49	0	8	1	1	9	6	27	10	0	43	7	140	147
07:15 AM	5	15	19	11	39	3	65	5	1	73	1	6	1	0	8	4	39	7	2	50	14	170	184
07:30 AM	4	25	21	10	50	3	84	1	0	88	3	10	1	1	14	6	86	23	3	115	14	267	281
07:45 AM	11	34	18	6	63	4	71	7	2	82	3	8	1	1	12	13	103	15	4	131	13	288	301
Total	24	97	70	33	191	14	264	14	3	292	7	32	4	3	43	29	255	55	9	339	48	865	913
08:00 AM	6	29	19	7	54	5	93	9	2	107	2	11	4	2	17	12	111	23	1	146	12	324	336
08:15 AM	5	17	40	15	62	1	112	8	3	121	2	13	0	0	15	27	130	22	4	179	22	377	399
08:30 AM	7	23	15	7	45	3	68	5	1	76	5	14	1	0	20	29	104	7	1	140	9	281	290
08:45 AM	6	20	5	2	31	4	56	7	0	67	2	7	2	0	11	9	66	9	1	84	3	193	196
Total	24	89	79	31	192	13	329	29	6	371	11	45	7	2	63	77	411	61	7	549	46	1175	1221
Grand Total	59	316	182	73	557	49	708	52	12	809	21	110	14	6	145	112	772	167	28	1051	119	2562	2681
Apprch %	10.6	56.7	32.7			6.1	87.5	6.4			14.5	75.9	9.7			10.7	73.5	15.9					
Total %	2.3	12.3	7.1		21.7	1.9	27.6	2		31.6	0.8	4.3	0.5		5.7	4.4	30.1	6.5		41	4.4	95.6	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**11**	**34**	18	**63**	4	71	7	82	3	8	1	12	13	103	15	131	288
08:00 AM	6	29	19	54	**5**	93	**9**	107	2	11	**4**	17	12	111	**23**	146	324
08:15 AM	5	17	**40**	62	1	**112**	8	**121**	2	13	0	15	27	**130**	22	**179**	**377**
08:30 AM	7	23	15	45	3	68	5	76	**5**	**14**	1	**20**	**29**	104	7	140	281
Total Volume	29	103	92	224	13	344	29	386	12	46	6	64	81	448	67	596	1270
% App. Total	12.9	46	41.1		3.4	89.1	7.5		18.8	71.9	9.4		13.6	75.2	11.2		
PHF	.659	.757	.575	.889	.650	.768	.806	.798	.600	.821	.375	.800	.698	.862	.728	.832	.842

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**11**	**34**	18	**63**	4	71	7	82	3	8	1	12	13	103	15	131	
+15 mins.	6	29	19	54	**5**	93	**9**	107	2	11	**4**	17	12	111	**23**	146	
+30 mins.	5	17	**40**	62	1	**112**	8	**121**	2	13	0	15	27	**130**	22	**179**	
+45 mins.	7	23	15	45	3	68	5	76	**5**	**14**	1	**20**	**29**	104	7	140	
Total Volume	29	103	92	224	13	344	29	386	12	46	6	64	81	448	67	596	
% App. Total	12.9	46	41.1		3.4	89.1	7.5		18.8	71.9	9.4		13.6	75.2	11.2		
PHF	.659	.757	.575	.889	.650	.768	.806	.798	.600	.821	.375	.800	.698	.862	.728	.832	

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

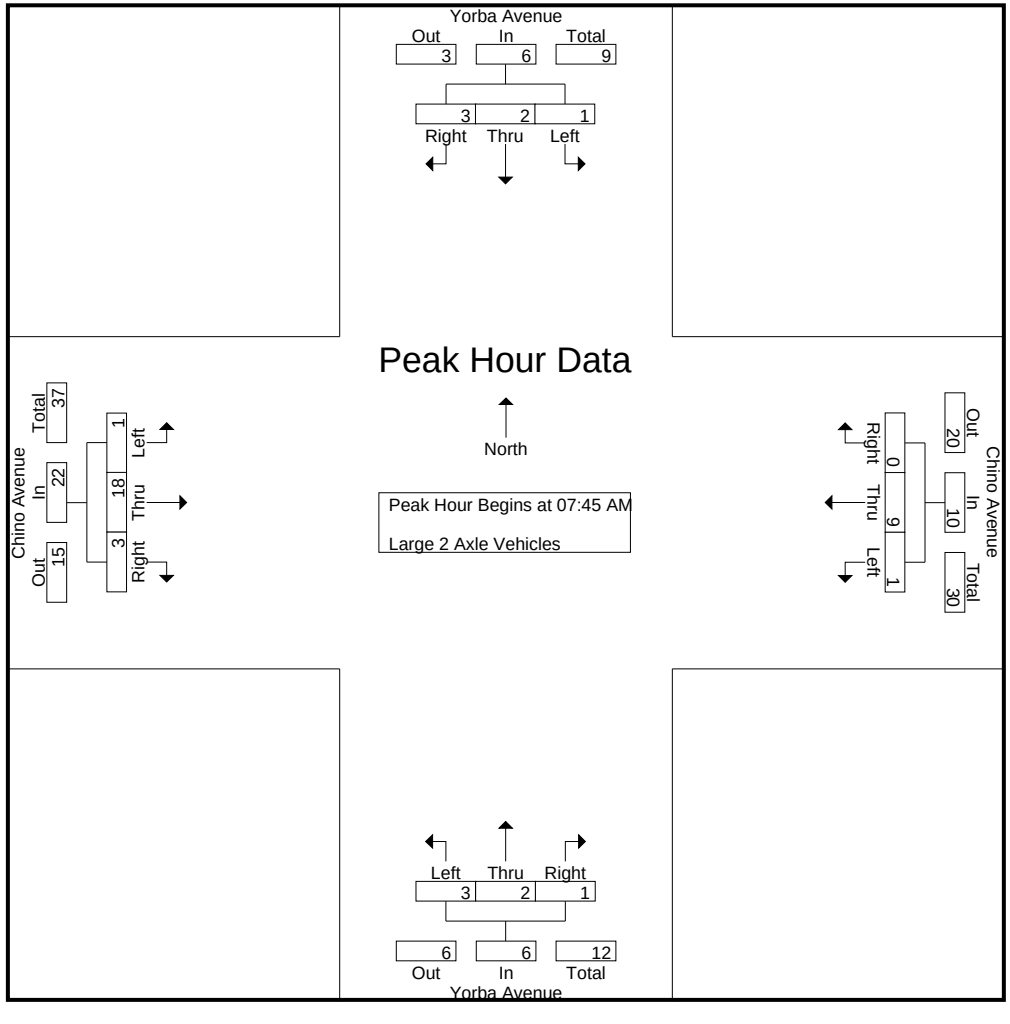
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	0	3	2	0	5	0	12	12
06:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	5	5
06:30 AM	1	1	0	0	2	0	3	1	1	4	0	1	0	0	1	0	0	2	2	2	3	9	12
06:45 AM	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	0	2	1	1	3	1	11	12
Total	1	7	0	0	8	0	8	2	1	10	0	6	1	0	7	0	6	6	3	12	4	37	41
07:00 AM	1	1	1	0	3	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0	8	8
07:15 AM	0	2	2	2	4	0	2	0	0	2	1	1	0	0	2	0	1	1	0	2	2	10	12
07:30 AM	1	0	1	0	2	0	4	1	0	5	0	2	0	0	2	1	3	2	0	6	0	15	15
07:45 AM	1	1	1	0	3	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	8	8
Total	3	4	5	2	12	1	10	1	0	12	3	3	0	0	6	1	7	3	0	11	2	41	43
08:00 AM	0	0	1	1	1	1	2	0	0	3	0	0	1	1	1	0	3	0	0	3	2	8	10
08:15 AM	0	1	1	1	2	0	3	0	0	3	0	2	0	0	2	1	5	3	2	9	3	16	19
08:30 AM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	7	0	0	7	0	12	12
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	3	2	1	6	1	8	9
Total	1	1	2	2	4	1	8	0	0	9	3	2	1	1	6	2	18	5	3	25	6	44	50
Grand Total	5	12	7	4	24	2	26	3	1	31	6	11	2	1	19	3	31	14	6	48	12	122	134
Apprch %	20.8	50	29.2			6.5	83.9	9.7			31.6	57.9	10.5			6.2	64.6	29.2					
Total %	4.1	9.8	5.7		19.7	1.6	21.3	2.5		25.4	4.9	9	1.6		15.6	2.5	25.4	11.5		39.3	9	91	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**1**	**1**	**3**	0	1	0	1	1	0	0	1	0	3	0	3	8
08:00 AM	0	0	1	1	**1**	2	0	**3**	0	0	**1**	1	0	3	0	3	8
08:15 AM	0	1	1	2	0	**3**	0	3	0	**2**	0	**2**	**1**	5	**3**	**9**	**16**
08:30 AM	0	0	0	0	0	3	0	3	**2**	0	0	2	0	**7**	0	7	12
Total Volume	1	2	3	6	1	9	0	10	3	2	1	6	1	18	3	22	44
% App. Total	16.7	33.3	50		10	90	0		50	33.3	16.7		4.5	81.8	13.6		
PHF	.250	.500	.750	.500	.250	.750	.000	.833	.375	.250	.250	.750	.250	.643	.250	.611	.688

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
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File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**1**	**1**	**1**	**3**	0	1	0	1	1	0	0	1	0	3	0	3	
+15 mins.	0	0	1	1	**1**	2	0	**3**	0	0	**1**	1	0	3	0	3	
+30 mins.	0	1	1	2	0	**3**	0	3	0	**2**	0	**2**	**1**	5	**3**	**9**	
+45 mins.	0	0	0	0	0	3	0	3	**2**	0	0	2	0	**7**	0	7	
Total Volume	1	2	3	6	1	9	0	10	3	2	1	6	1	18	3	22	
% App. Total	16.7	33.3	50		10	90	0		50	33.3	16.7		4.5	81.8	13.6		
PHF	.250	.500	.750	.500	.250	.750	.000	.833	.375	.250	.250	.750	.250	.643	.250	.611	

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City of Chino
N/S: Yorba Avenue
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File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- 3 Axle Vehicles

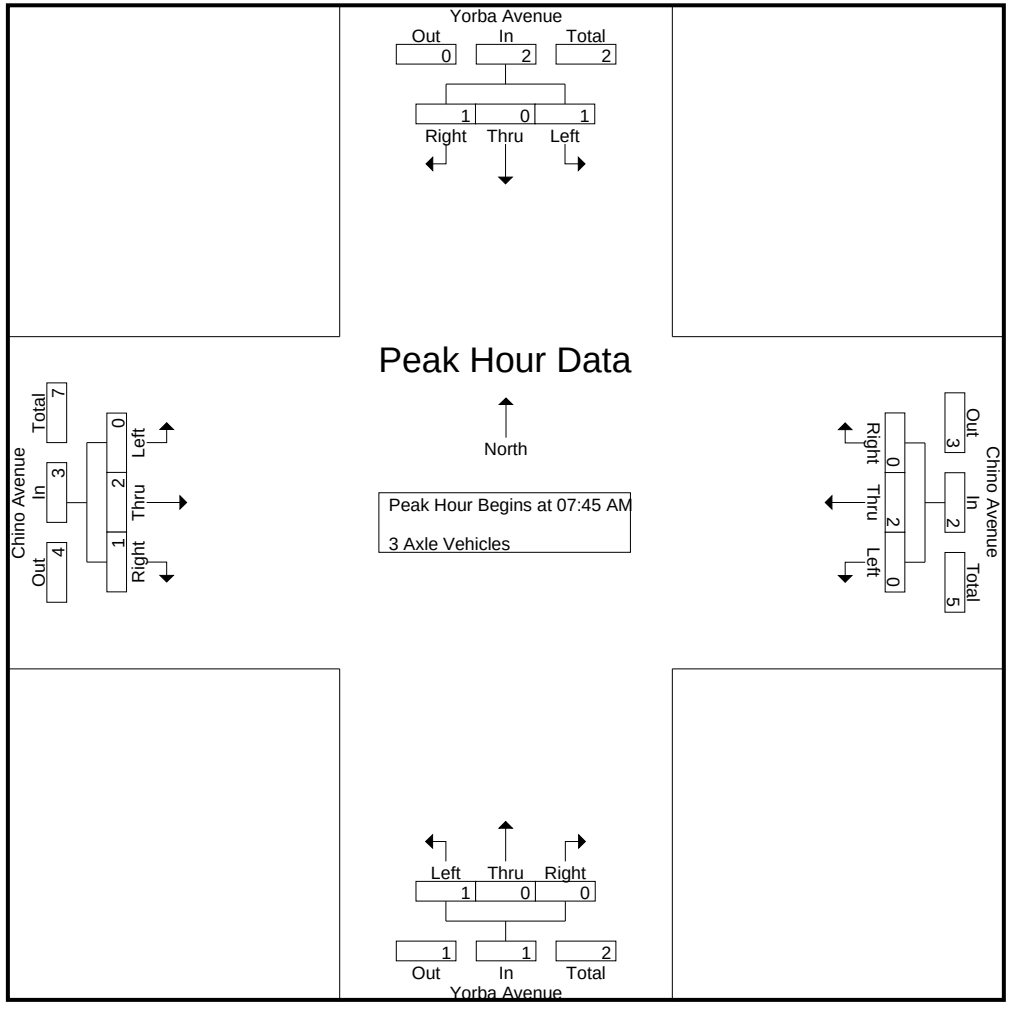
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
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
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	4
Total	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	4	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	2	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	1	1	4	1	8	9
Grand Total	1	0	1	1	2	1	2	0	0	3	2	0	0	0	2	0	4	2	1	6	2	13	15
Apprch %	50	0	50			33.3	66.7	0			100	0	0			0	66.7	33.3					
Total %	7.7	0	7.7		15.4	7.7	15.4	0		23.1	15.4	0	0		15.4	0	30.8	15.4		46.2	13.3	86.7	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	0	**1**	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	1	2	0	2	0	2	1	0	0	1	0	2	1	3	8
% App. Total	50	0	50		0	100	0		100	0	0		0	66.7	33.3		
PHF	.250	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.250	.375	.667

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City of Chino
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Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**1**	0	**1**	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	1	0	1	2	0	2	0	2	1	0	0	1	0	2	1	3	
% App. Total	50	0	50		0	100	0		100	0	0		0	66.7	33.3		
PHF	.250	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.250	.375	

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Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

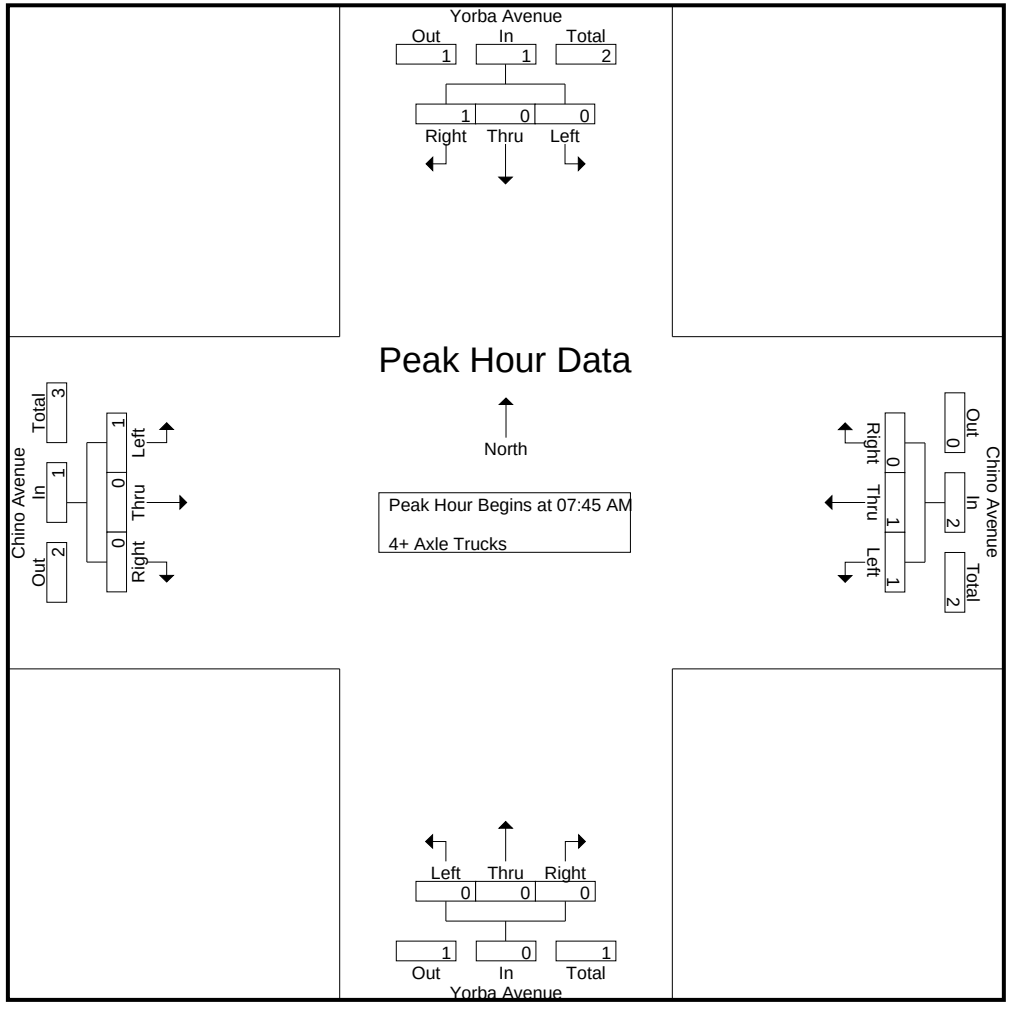
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	0	3	3
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
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
Grand Total	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	2	0	1	0	3	0	9	9
Apprch %	0	0	100			50	50	0			0	0	0			66.7	0	33.3					
Total %	0	0	22.2		22.2	22.2	22.2	0		44.4	0	0	0		0	22.2	0	11.1		33.3	0	100	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**
08:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	1	1	0	2	0	0	0	0	1	0	0	1	4
% App. Total	0	0	100		50	50	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.500

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City of Chino
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File Name : 05_CHN_Yor_Chi AM
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Start Date : 4/4/2023
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Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	1	1	1	1	0	2	0	0	0	0	1	0	0	1	
% App. Total	0	0	100		50	50	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.250	.250	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	

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

	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	10	12	10	6	32	3	92	8	4	103	23	59	4	2	86	21	134	7	1	162	13	383	396
04:15 PM	5	15	19	6	39	4	74	3	0	81	14	38	14	3	66	20	118	4	2	142	11	328	339
04:30 PM	3	15	10	4	28	2	105	8	2	115	18	58	7	1	83	18	133	2	1	153	8	379	387
04:45 PM	4	28	16	8	48	4	81	8	1	93	17	32	7	1	56	24	139	6	4	169	14	366	380
Total	22	70	55	24	147	13	352	27	7	392	72	187	32	7	291	83	524	19	8	626	46	1456	1502
05:00 PM	5	20	16	9	41	2	105	8	1	115	32	57	9	5	98	24	102	8	3	134	18	388	406
05:15 PM	4	19	23	13	46	2	97	13	0	112	13	50	9	3	72	25	161	10	4	196	20	426	446
05:30 PM	4	18	18	9	40	0	76	9	0	85	10	38	8	3	56	19	134	7	1	160	13	341	354
05:45 PM	3	13	12	4	28	2	85	7	0	94	11	36	5	2	52	19	116	7	3	142	9	316	325
Total	16	70	69	35	155	6	363	37	1	406	66	181	31	13	278	87	513	32	11	632	60	1471	1531
06:00 PM	8	20	15	5	43	0	75	5	2	80	11	32	7	2	50	18	116	5	1	139	10	312	322
06:15 PM	3	11	14	9	28	1	67	6	1	74	0	27	4	2	31	22	87	1	1	110	13	243	256
06:30 PM	2	25	10	4	37	2	54	7	1	63	7	23	5	3	35	14	86	3	2	103	10	238	248
06:45 PM	4	13	12	7	29	1	59	5	1	65	4	23	1	0	28	18	66	3	1	87	9	209	218
Total	17	69	51	25	137	4	255	23	5	282	22	105	17	7	144	72	355	12	5	439	42	1002	1044
Grand Total	55	209	175	84	439	23	970	87	13	1080	160	473	80	27	713	242	1392	63	24	1697	148	3929	4077
Apprch %	12.5	47.6	39.9			2.1	89.8	8.1			22.4	66.3	11.2			14.3	82	3.7					
Total %	1.4	5.3	4.5		11.2	0.6	24.7	2.2		27.5	4.1	12	2		18.1	6.2	35.4	1.6		43.2	3.6	96.4	
Passenger Vehicles	53	206	174		517	22	951	87		1073	155	464	75		720	236	1360	58		1675	0	0	3985
% Passenger Vehicles	96.4	98.6	99.4	100	98.9	95.7	98	100	100	98.2	96.9	98.1	93.8	96.3	97.3	97.5	97.7	92.1	87.5	97.3	0	0	97.7
Large 2 Axle Vehicles	2	2	1		5	1	17	0		18	3	8	4		16	6	29	5		43	0	0	82
% Large 2 Axle Vehicles	3.6	1	0.6	0	1	4.3	1.8	0	0	1.6	1.9	1.7	5	3.7	2.2	2.5	2.1	7.9	12.5	2.5	0	0	2
3 Axle Vehicles	0	1	0		1	0	1	0		1	1	1	0		2	0	1	0		1	0	0	5
% 3 Axle Vehicles	0	0.5	0	0	0.2	0	0.1	0	0	0.1	0.6	0.2	0	0	0.3	0	0.1	0	0	0.1	0	0	0.1
4+ Axle Trucks	0	0	0		0	0	1	0		1	1	0	1		2	0	2	0		2	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0	0.1	0	0	0.1	0.6	0	1.2	0	0.3	0	0.1	0	0	0.1	0	0	0.1

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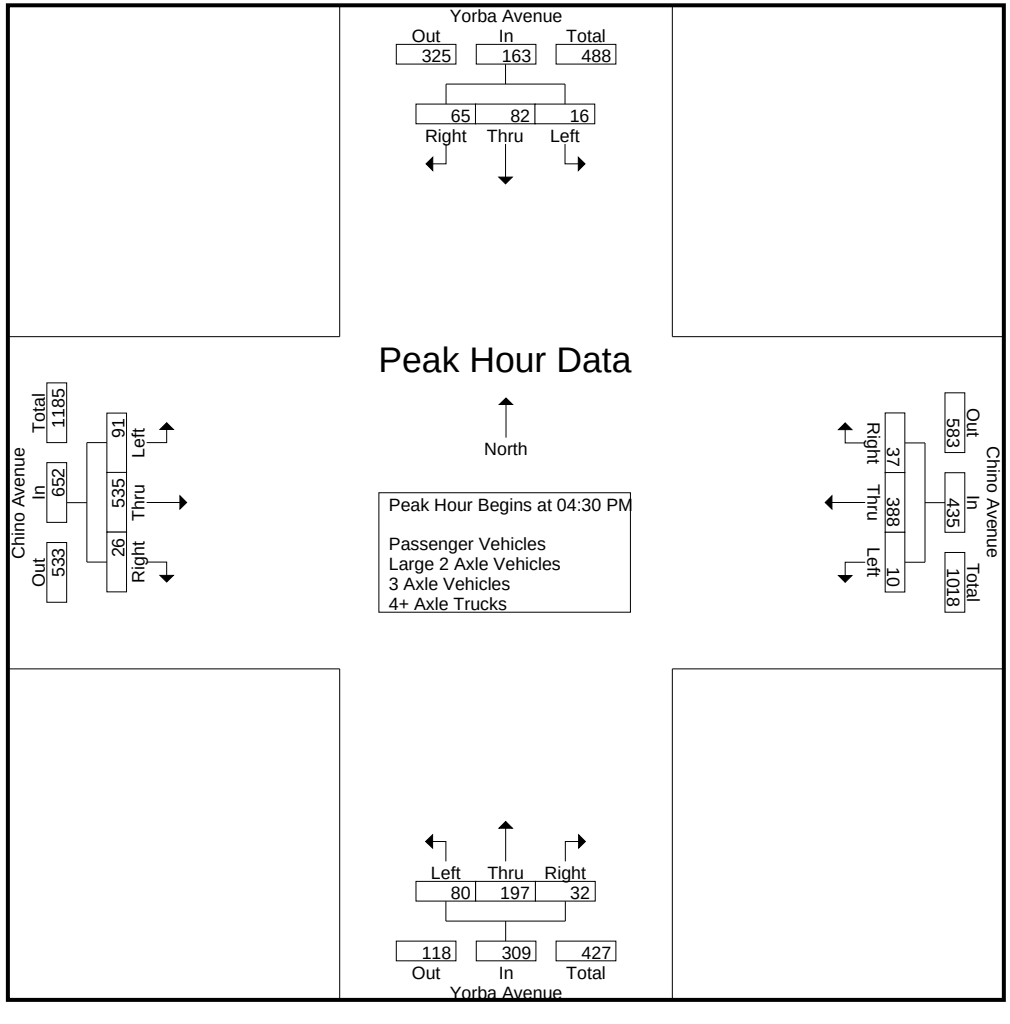
File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	15	10	28	2	**105**	8	**115**	18	**58**	7	83	18	133	2	153	379
04:45 PM	4	**28**	16	**48**	**4**	81	8	93	17	32	7	56	24	139	6	169	366
05:00 PM	**5**	20	16	41	2	105	8	115	**32**	57	**9**	**98**	24	102	8	134	388
05:15 PM	4	19	**23**	46	2	97	**13**	112	13	50	9	72	**25**	**161**	**10**	**196**	**426**
Total Volume	16	82	65	163	10	388	37	435	80	197	32	309	91	535	26	652	1559
% App. Total	9.8	50.3	39.9		2.3	89.2	8.5		25.9	63.8	10.4		14	82.1	4		
PHF	.800	.732	.707	.849	.625	.924	.712	.946	.625	.849	.889	.788	.910	.831	.650	.832	.915

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	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:30 PM				04:30 PM				04:45 PM				
+0 mins.	4	**28**	16	**48**	2	**105**	8	**115**	18	**58**	7	83	24	139	6	169	
+15 mins.	**5**	20	16	41	**4**	81	8	93	17	32	7	56	24	102	8	134	
+30 mins.	4	19	**23**	46	2	105	8	115	**32**	57	**9**	**98**	**25**	**161**	**10**	**196**	
+45 mins.	4	18	18	40	2	97	**13**	112	13	50	9	72	19	134	7	160	
Total Volume	17	85	73	175	10	388	37	435	80	197	32	309	92	536	31	659	
% App. Total	9.7	48.6	41.7		2.3	89.2	8.5		25.9	63.8	10.4		14	81.3	4.7		
PHF	.850	.759	.793	.911	.625	.924	.712	.946	.625	.849	.889	.788	.920	.832	.775	.841	

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Groups Printed- Passenger Vehicles

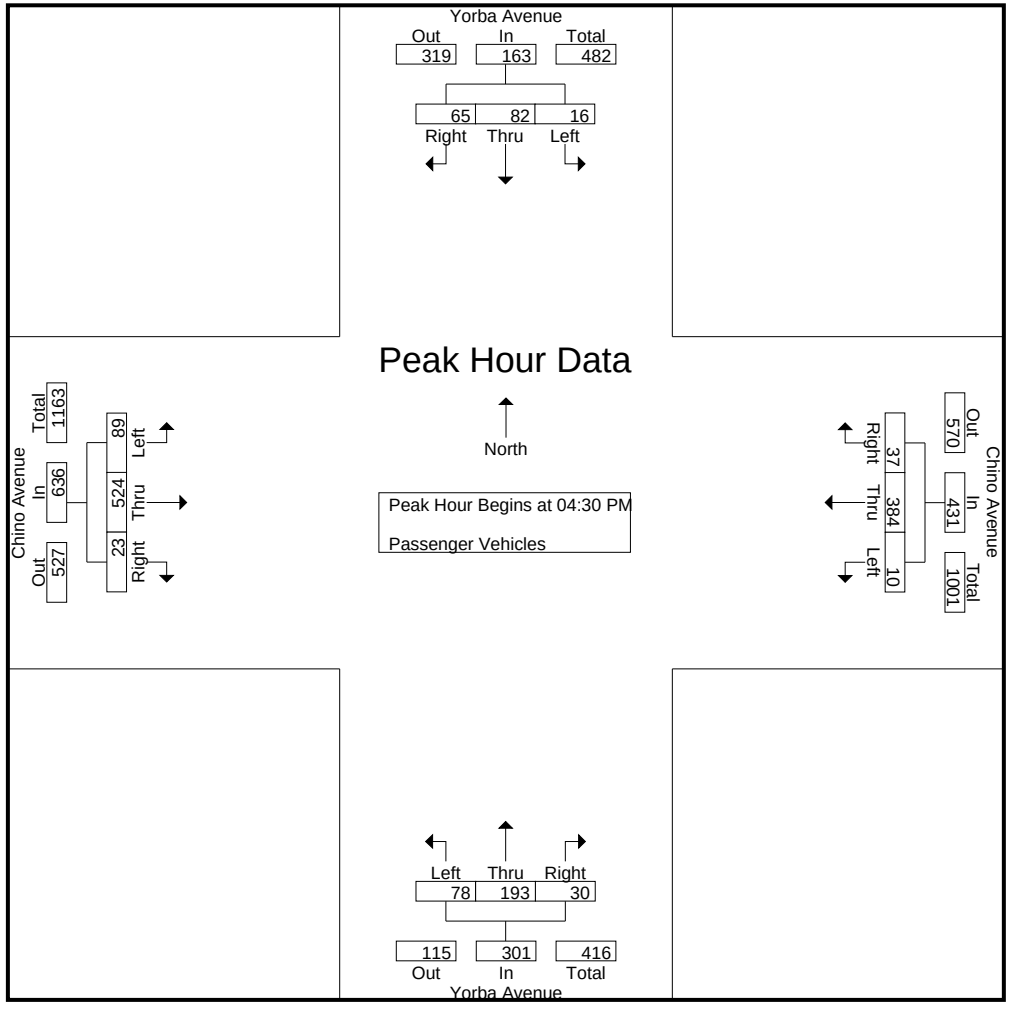
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	12	10	6	30	3	89	8	4	100	22	58	4	2	84	20	129	7	1	156	13	370	383
04:15 PM	5	15	19	6	39	3	70	3	0	76	14	36	13	3	63	20	113	4	2	137	11	315	326
04:30 PM	3	15	10	4	28	2	103	8	2	113	18	58	7	1	83	18	130	1	0	149	7	373	380
04:45 PM	4	28	16	8	48	4	81	8	1	93	17	29	6	1	52	22	136	5	3	163	13	356	369
Total	20	70	55	24	145	12	343	27	7	382	71	181	30	7	282	80	508	17	6	605	44	1414	1458
05:00 PM	5	20	16	9	41	2	105	8	1	115	31	57	9	5	97	24	100	8	3	132	18	385	403
05:15 PM	4	19	23	13	46	2	95	13	0	110	12	49	8	3	69	25	158	9	4	192	20	417	437
05:30 PM	4	18	18	9	40	0	73	9	0	82	9	37	7	3	53	19	131	7	1	157	13	332	345
05:45 PM	3	11	12	4	26	2	82	7	0	91	11	36	5	2	52	19	114	5	2	138	8	307	315
Total	16	68	69	35	153	6	355	37	1	398	63	179	29	13	271	87	503	29	10	619	59	1441	1500
06:00 PM	8	20	15	5	43	0	75	5	2	80	10	31	7	2	48	17	114	5	1	136	10	307	317
06:15 PM	3	11	14	9	28	1	66	6	1	73	0	27	3	1	30	21	86	1	1	108	12	239	251
06:30 PM	2	24	10	4	36	2	53	7	1	62	7	23	5	3	35	13	84	3	2	100	10	233	243
06:45 PM	4	13	11	7	28	1	59	5	1	65	4	23	1	0	28	18	65	3	1	86	9	207	216
Total	17	68	50	25	135	4	253	23	5	280	21	104	16	6	141	69	349	12	5	430	41	986	1027
Grand Total	53	206	174	84	433	22	951	87	13	1060	155	464	75	26	694	236	1360	58	21	1654	144	3841	3985
Apprch %	12.2	47.6	40.2			2.1	89.7	8.2			22.3	66.9	10.8			14.3	82.2	3.5					
Total %	1.4	5.4	4.5		11.3	0.6	24.8	2.3		27.6	4	12.1	2		18.1	6.1	35.4	1.5		43.1	3.6	96.4	

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	15	10	28	2	103	8	113	18	**58**	7	83	18	130	1	149	373
04:45 PM	4	**28**	16	**48**	**4**	81	8	93	17	29	6	52	22	136	5	163	356
05:00 PM	**5**	20	16	41	2	**105**	8	**115**	**31**	57	**9**	**97**	24	100	8	132	385
05:15 PM	4	19	**23**	46	2	95	**13**	110	12	49	8	69	**25**	**158**	**9**	**192**	**417**
Total Volume	16	82	65	163	10	384	37	431	78	193	30	301	89	524	23	636	1531
% App. Total	9.8	50.3	39.9		2.3	89.1	8.6		25.9	64.1	10		14	82.4	3.6		
PHF	.800	.732	.707	.849	.625	.914	.712	.937	.629	.832	.833	.776	.890	.829	.639	.828	.918

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	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	3	15	10	28	2	103	8	113	18	**58**	7	83	18	130	1	149	
+15 mins.	4	**28**	16	**48**	**4**	81	8	93	17	29	6	52	22	136	5	163	
+30 mins.	**5**	20	16	41	2	**105**	8	**115**	**31**	57	**9**	**97**	24	100	8	132	
+45 mins.	4	19	**23**	46	2	95	**13**	110	12	49	8	69	**25**	**158**	**9**	**192**	
Total Volume	16	82	65	163	10	384	37	431	78	193	30	301	89	524	23	636	
% App. Total	9.8	50.3	39.9		2.3	89.1	8.6		25.9	64.1	10		14	82.4	3.6		
PHF	.800	.732	.707	.849	.625	.914	.712	.937	.629	.832	.833	.776	.890	.829	.639	.828	

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PO Box 1178
Corona, CA 92878
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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

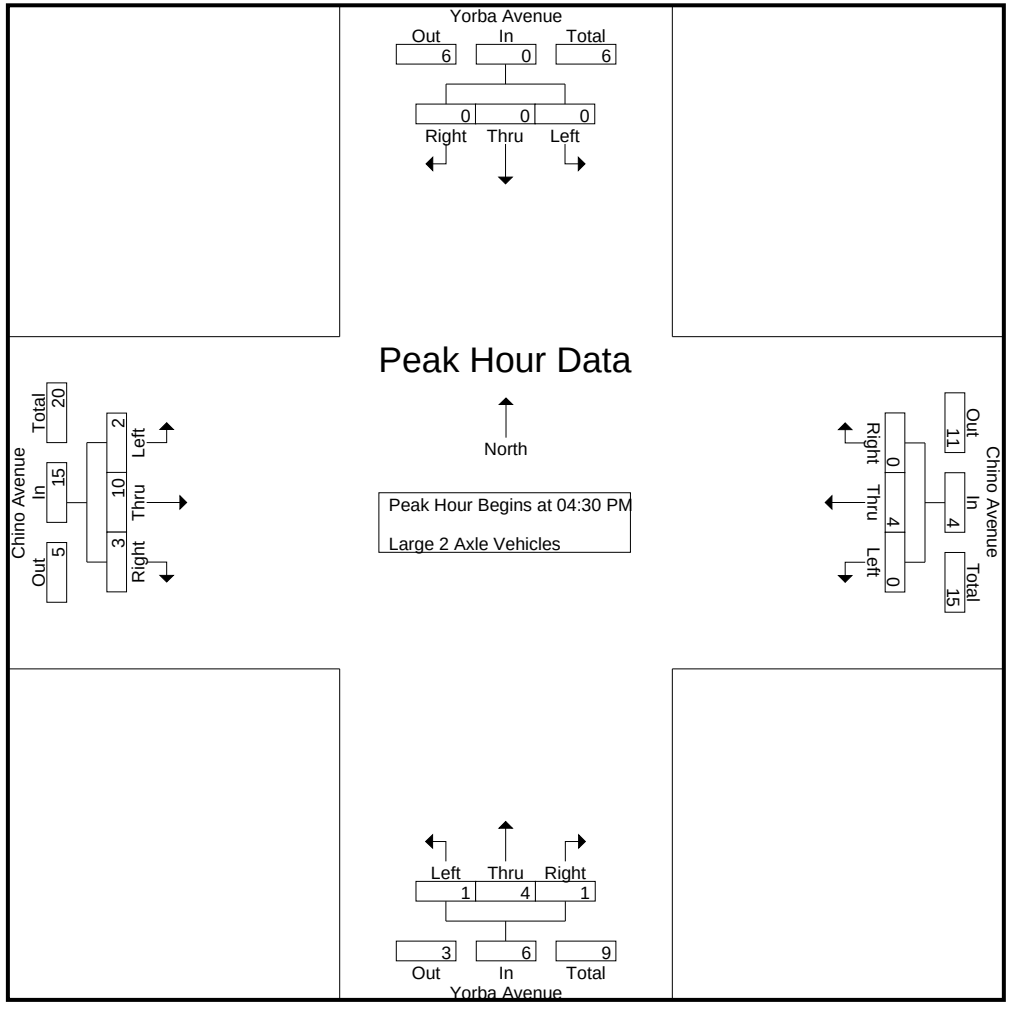
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	1	4	0	0	5	0	10	10
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	1	1	0	2	0	5	0	0	5	0	12	12
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	1	3	1	5	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	2	3	1	1	6	1	9	10
Total	2	0	0	0	2	1	8	0	0	9	0	5	1	0	6	3	14	2	2	19	2	36	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	0	3	1	0	4	0	9	9
05:30 PM	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	0	3	0	0	3	0	8	8
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	2	1	3	1	7	8
Total	0	1	0	0	1	0	7	0	0	7	2	2	2	0	6	0	9	3	1	12	1	26	27
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	2	0	0	3	0	5	5
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	1	0	0	2	1	4	5
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	5	5
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	1	1	0	2	0	2	0	0	2	1	1	1	1	3	3	6	0	0	9	1	16	17
Grand Total	2	2	1	0	5	1	17	0	0	18	3	8	4	1	15	6	29	5	3	40	4	78	82
Apprch %	40	40	20			5.6	94.4	0			20	53.3	26.7			15	72.5	12.5					
Total %	2.6	2.6	1.3		6.4	1.3	21.8	0		23.1	3.8	10.3	5.1		19.2	7.7	37.2	6.4		51.3	4.9	95.1	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**2**	**3**	1	**6**	**9**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	2	0	2	**1**	1	**1**	3	0	3	1	4	9
Total Volume	0	0	0	0	0	4	0	4	1	4	1	6	2	10	3	15	25
% App. Total	0	0	0		0	100	0		16.7	66.7	16.7		13.3	66.7	20		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.333	.250	.500	.250	.833	.750	.625	.694

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	**1**	3	
+15 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**2**	**3**	1	**6**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	0	2	0	2	**1**	1	**1**	3	0	3	1	4	
Total Volume	0	0	0	0	0	4	0	4	1	4	1	6	2	10	3	15	
% App. Total	0	0	0		0	100	0		16.7	66.7	16.7		13.3	66.7	20		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.333	.250	.500	.250	.833	.750	.625	

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

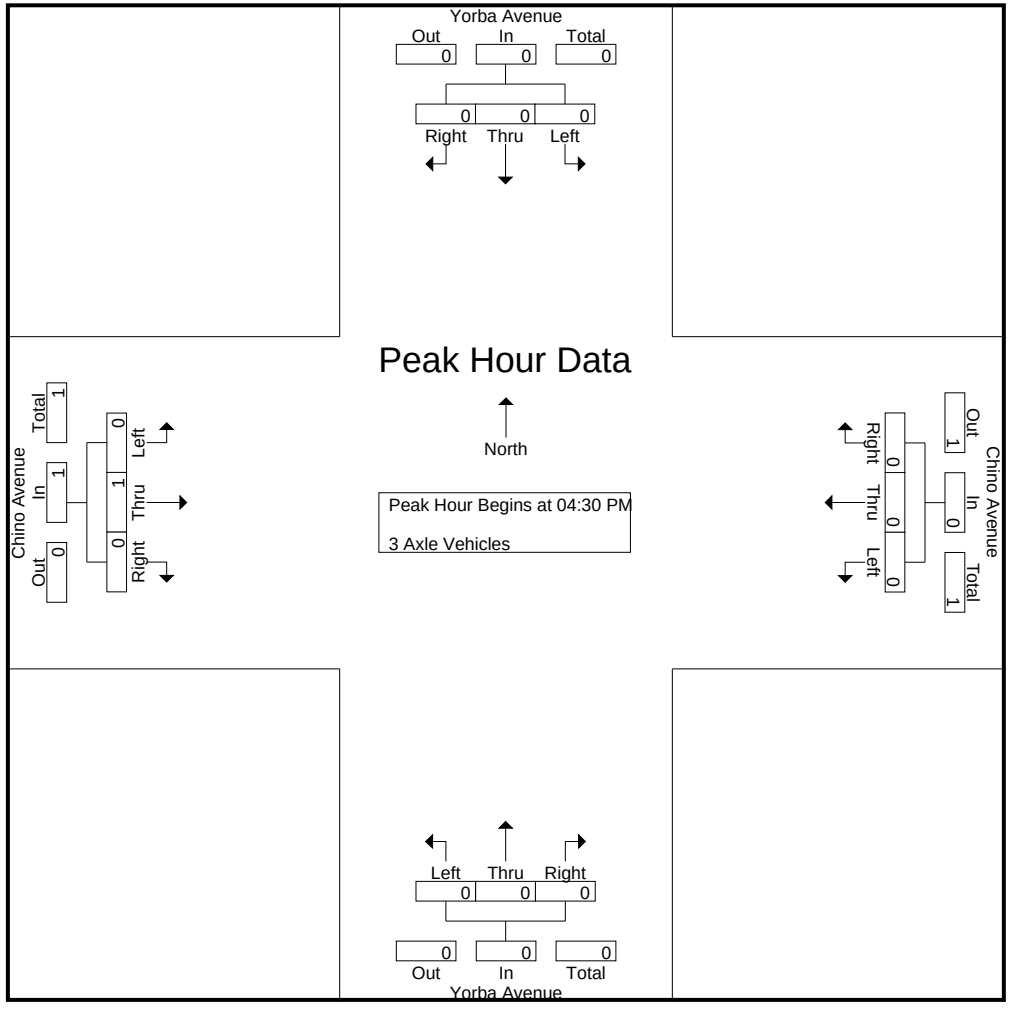
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	3	3
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
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	0	5	5
Apprch %	0	100	0			0	100	0			50	50	0			0	100	0					
Total %	0	20	0		20	0	20	0		20	20	20	0		40	0	20	0		20	0	100	

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

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
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File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for 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	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

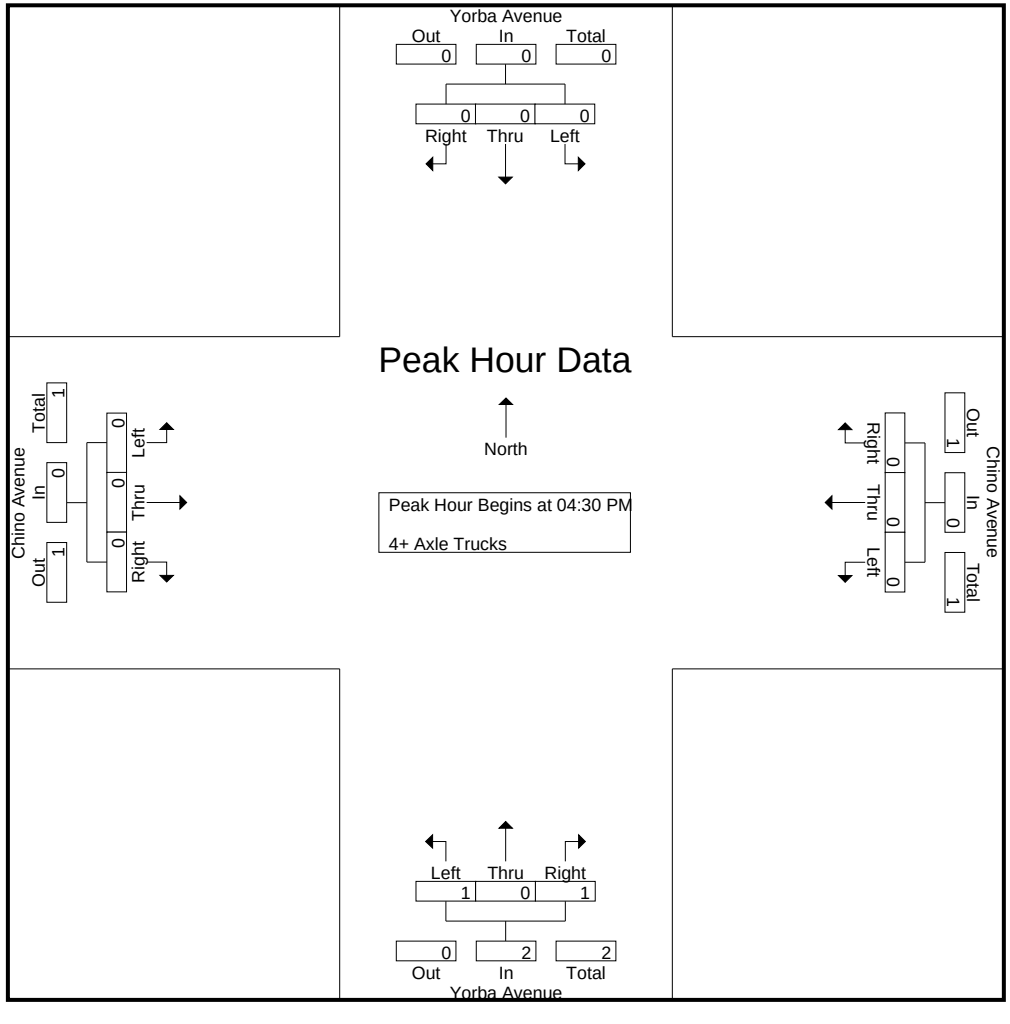
	Yorba Avenue Southbound					Chino Avenue Westbound					Yorba Avenue Northbound					Chino Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
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
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	2	0	0	2	0	5	5
Apprch %	0	0	0			0	100	0			50	0	50			0	100	0					
Total %	0	0	0		0	0	20	0		20	20	0	20		40	0	40	0		40	0	100	

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000	.500

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City of Chino
N/S: Yorba Avenue
E/W: Chino Avenue
Weather: Clear

File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
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File Name : 05_CHN_Yor_Chi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Chino Avenue Westbound				Yorba Avenue Northbound				Chino Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000	

Location: Chino
N/S: Yorba Avenue
E/W: Chino Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Yorba Avenue Pedestrians	East Leg Chino Avenue Pedestrians	South Leg Yorba Avenue Pedestrians	West Leg Chino Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	1	0	0	1
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	3	2	0	0	5
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	2	3
8:45 AM	2	1	0	0	3
TOTAL VOLUMES:	6	4	2	3	15

	North Leg Yorba Avenue Pedestrians	East Leg Chino Avenue Pedestrians	South Leg Yorba Avenue Pedestrians	West Leg Chino Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	1	1	0	0	2
5:00 PM	0	2	0	0	2
5:15 PM	1	0	0	0	1
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
6:00 PM	0	0	0	0	0
6:15 PM	0	0	1	0	1
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	4	1	0	9

Location: Chino
N/S: Yorba Avenue
E/W: Chino Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Yorba Avenue			Westbound Chino Avenue			Northbound Yorba Avenue			Eastbound Chino Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	1	0	0	1	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	2	1	0	5	1	0	0	1	0	3	0	13

	Southbound Yorba Avenue			Westbound Chino Avenue			Northbound Yorba Avenue			Eastbound Chino Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	1	0	1	1	0	0	0	0	3	0	7

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

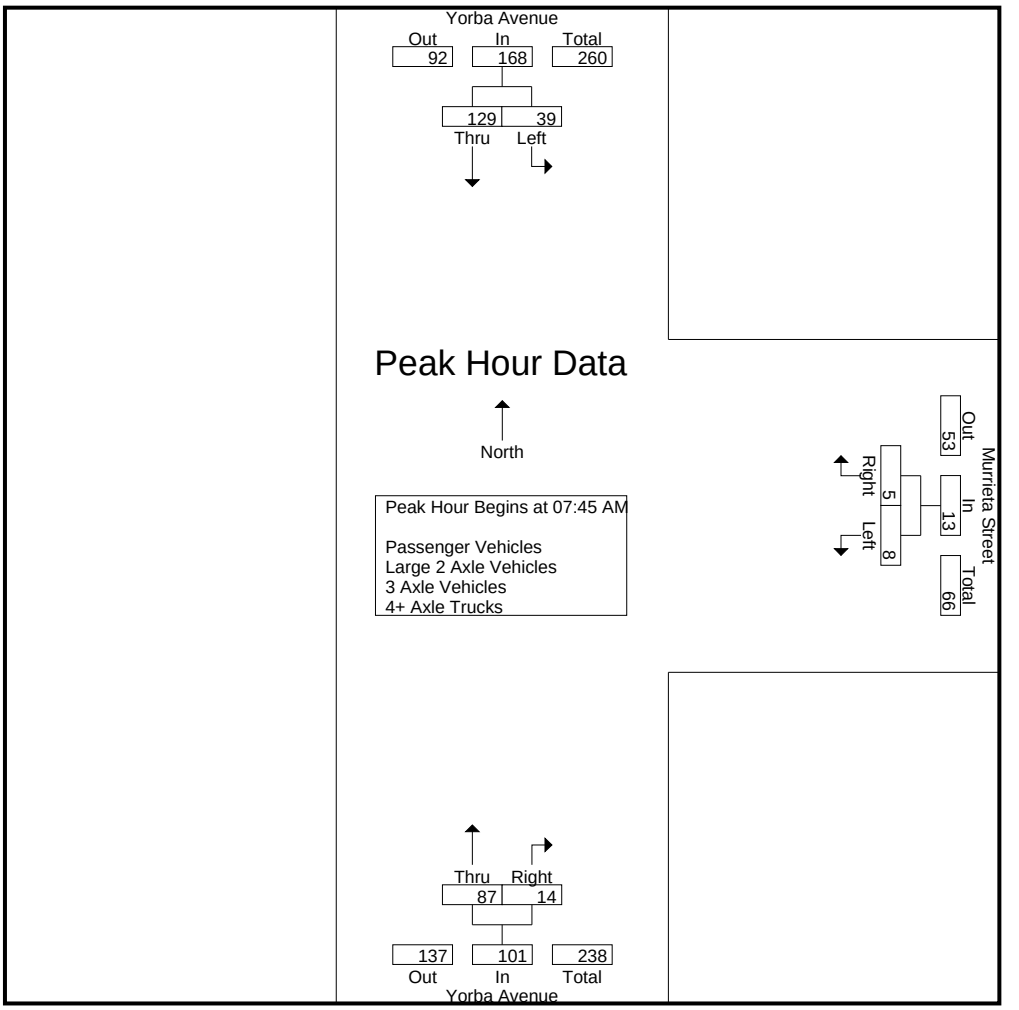
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	2	36	38	4	0	4	16	1	17	59
06:15 AM	6	30	36	7	0	7	13	1	14	57
06:30 AM	3	49	52	2	1	3	7	1	8	63
06:45 AM	2	46	48	3	0	3	16	0	16	67
Total	13	161	174	16	1	17	52	3	55	246
07:00 AM	3	42	45	1	0	1	8	3	11	57
07:15 AM	2	18	20	3	0	3	20	1	21	44
07:30 AM	10	33	43	1	3	4	12	1	13	60
07:45 AM	6	42	48	0	0	0	19	3	22	70
Total	21	135	156	5	3	8	59	8	67	231
08:00 AM	18	35	53	1	1	2	20	4	24	79
08:15 AM	11	20	31	5	1	6	23	4	27	64
08:30 AM	4	32	36	2	3	5	25	3	28	69
08:45 AM	3	29	32	0	4	4	12	6	18	54
Total	36	116	152	8	9	17	80	17	97	266
Grand Total	70	412	482	29	13	42	191	28	219	743
Apprch %	14.5	85.5		69	31		87.2	12.8		
Total %	9.4	55.5	64.9	3.9	1.7	5.7	25.7	3.8	29.5	
Passenger Vehicles	66	381	447	25	11	36	167	24	191	674
% Passenger Vehicles	94.3	92.5	92.7	86.2	84.6	85.7	87.4	85.7	87.2	90.7
Large 2 Axle Vehicles	2	24	26	3	1	4	15	3	18	48
% Large 2 Axle Vehicles	2.9	5.8	5.4	10.3	7.7	9.5	7.9	10.7	8.2	6.5
3 Axle Vehicles	1	3	4	1	1	2	6	0	6	12
% 3 Axle Vehicles	1.4	0.7	0.8	3.4	7.7	4.8	3.1	0	2.7	1.6
4+ Axle Trucks	1	4	5	0	0	0	3	1	4	9
% 4+ Axle Trucks	1.4	1	1	0	0	0	1.6	3.6	1.8	1.2

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	6	**42**	48	0	0	0	19	3	22	70
08:00 AM	**18**	35	**53**	1	1	2	20	**4**	24	**79**
08:15 AM	11	20	31	**5**	1	**6**	23	4	27	64
08:30 AM	4	32	36	2	**3**	5	**25**	3	**28**	69
Total Volume	39	129	168	8	5	13	87	14	101	282
% App. Total	23.2	76.8		61.5	38.5		86.1	13.9		
PHF	.542	.768	.792	.400	.417	.542	.870	.875	.902	.892

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:15 AM			06:00 AM			07:45 AM		
+0 mins.	**6**	30	36	4	0	4	19	3	22
+15 mins.	3	**49**	**52**	**7**	0	**7**	20	**4**	24
+30 mins.	2	46	48	2	**1**	3	23	4	27
+45 mins.	3	42	45	3	0	3	**25**	3	**28**
Total Volume	14	167	181	16	1	17	87	14	101
% App. Total	7.7	92.3		94.1	5.9		86.1	13.9	
PHF	.583	.852	.870	.571	.250	.607	.870	.875	.902

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

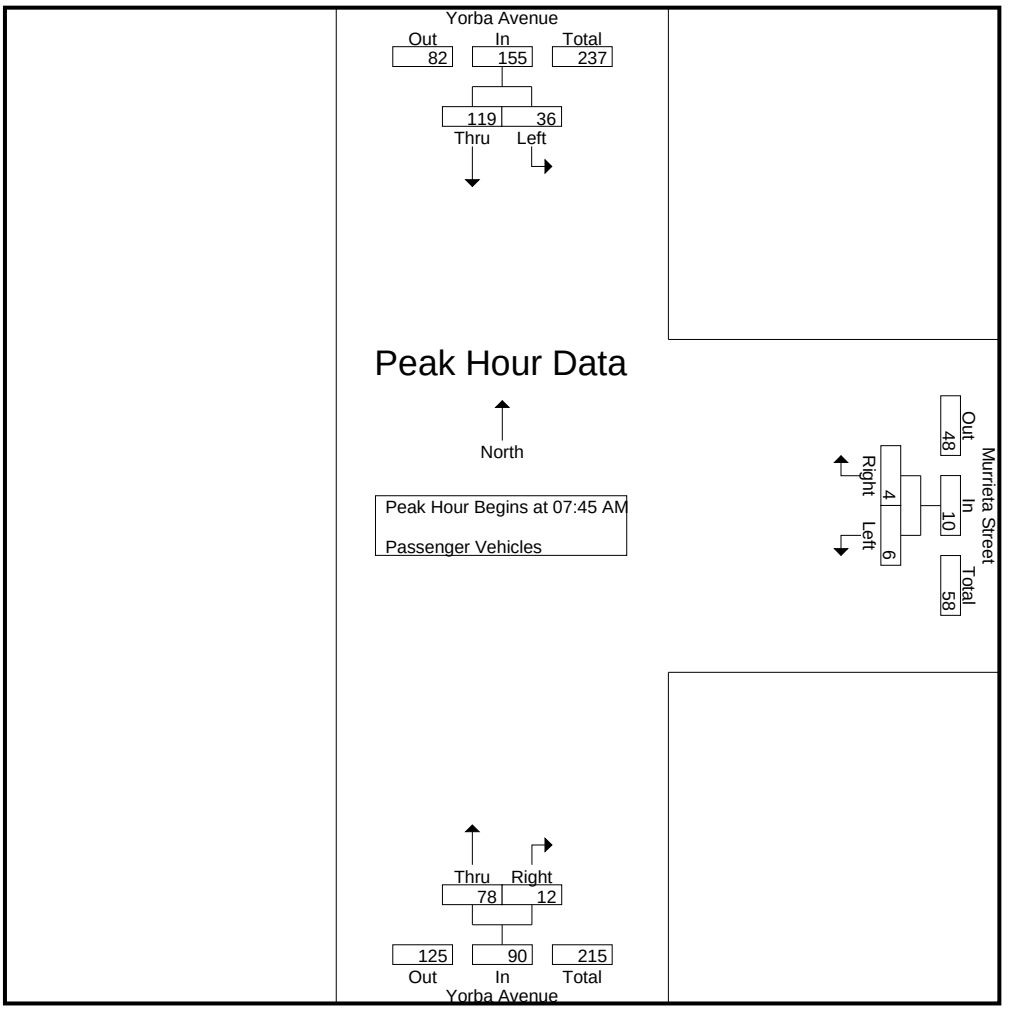
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	2	33	35	4	0	4	15	1	16	55
06:15 AM	6	28	34	7	0	7	13	1	14	55
06:30 AM	3	45	48	2	1	3	5	1	6	57
06:45 AM	2	42	44	2	0	2	9	0	9	55
Total	13	148	161	15	1	16	42	3	45	222
07:00 AM	2	37	39	1	0	1	7	3	10	50
07:15 AM	2	17	19	2	0	2	17	0	17	38
07:30 AM	10	31	41	1	3	4	11	1	12	57
07:45 AM	6	37	43	0	0	0	19	2	21	64
Total	20	122	142	4	3	7	54	6	60	209
08:00 AM	18	32	50	1	1	2	18	4	22	74
08:15 AM	9	19	28	3	1	4	19	3	22	54
08:30 AM	3	31	34	2	2	4	22	3	25	63
08:45 AM	3	29	32	0	3	3	12	5	17	52
Total	33	111	144	6	7	13	71	15	86	243
Grand Total	66	381	447	25	11	36	167	24	191	674
Apprch %	14.8	85.2		69.4	30.6		87.4	12.6		
Total %	9.8	56.5	66.3	3.7	1.6	5.3	24.8	3.6	28.3	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	6	**37**	43	0	0	0	19	2	21	64
08:00 AM	**18**	32	**50**	1	1	2	18	**4**	22	**74**
08:15 AM	9	19	28	**3**	1	**4**	19	3	22	54
08:30 AM	3	31	34	2	**2**	4	**22**	3	**25**	63
Total Volume	36	119	155	6	4	10	78	12	90	255
% App. Total	23.2	76.8		60	40		86.7	13.3		
PHF	.500	.804	.775	.500	.500	.625	.886	.750	.900	.861

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	6	**37**	43	0	0	0	19	2	21
+15 mins.	**18**	32	**50**	1	1	2	18	**4**	22
+30 mins.	9	19	28	**3**	1	**4**	19	3	22
+45 mins.	3	31	34	2	**2**	4	**22**	3	**25**
Total Volume	36	119	155	6	4	10	78	12	90
% App. Total	23.2	76.8		60	40		86.7	13.3	
PHF	.500	.804	.775	.500	.500	.625	.886	.750	.900

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

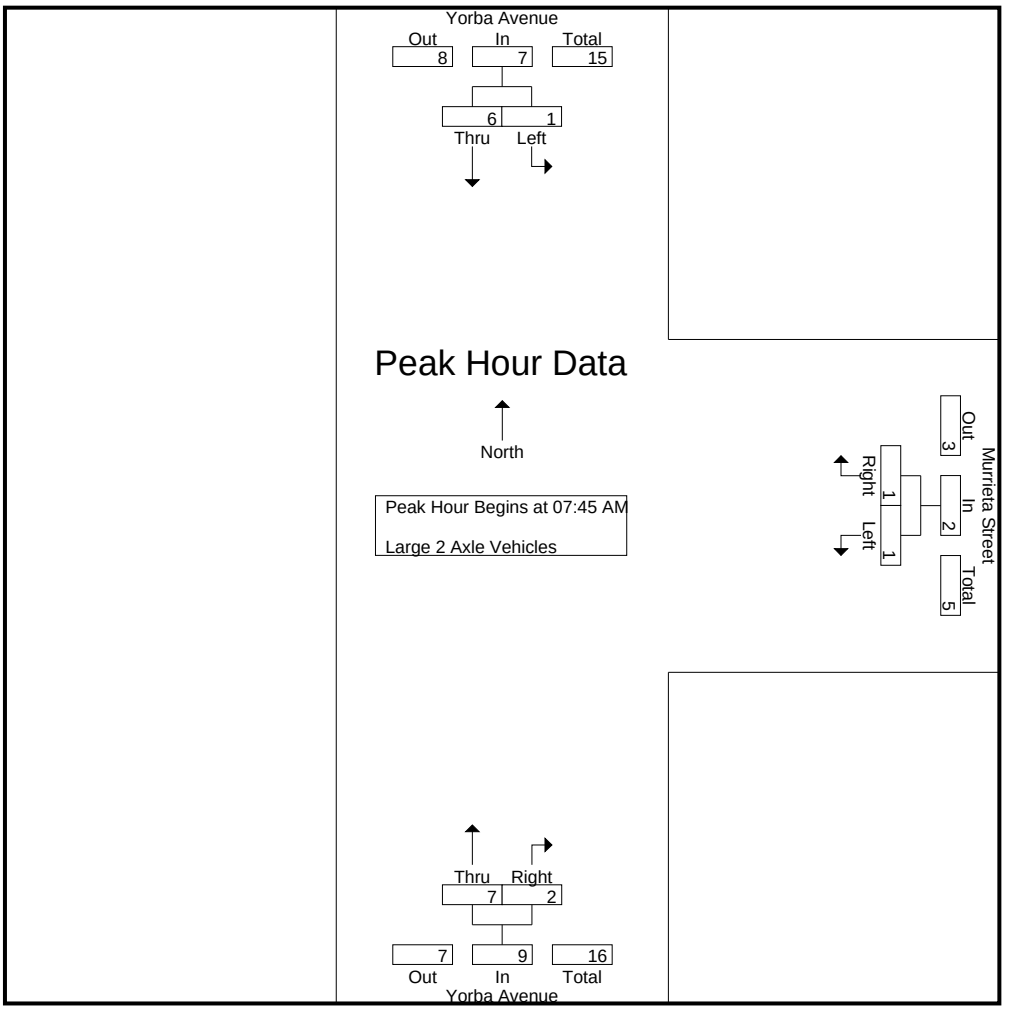
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	3	0	0	0	1	0	1	4
06:15 AM	0	2	2	0	0	0	0	0	0	2
06:30 AM	0	4	4	0	0	0	2	0	2	6
06:45 AM	0	3	3	1	0	1	2	0	2	6
Total	0	12	12	1	0	1	5	0	5	18
07:00 AM	1	5	6	0	0	0	0	0	0	6
07:15 AM	0	1	1	1	0	1	2	1	3	5
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	4	4	0	0	0	0	1	1	5
Total	1	10	11	1	0	1	3	2	5	17
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	0	0	1	0	1	3	1	4	5
08:30 AM	1	0	1	0	1	1	3	0	3	5
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	2	3	1	1	2	7	1	8	13
Grand Total	2	24	26	3	1	4	15	3	18	48
Apprch %	7.7	92.3		75	25		83.3	16.7		
Total %	4.2	50	54.2	6.2	2.1	8.3	31.2	6.2	37.5	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**4**	**4**	0	0	0	0	**1**	1	**5**
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	0	0	**1**	0	**1**	**3**	1	**4**	5
08:30 AM	**1**	0	1	0	**1**	1	3	0	3	5
Total Volume	1	6	7	1	1	2	7	2	9	18
% App. Total	14.3	85.7		50	50		77.8	22.2		
PHF	.250	.375	.438	.250	.250	.500	.583	.500	.563	.900

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	**4**	**4**	0	0	0	0	**1**	1
+15 mins.	0	2	2	0	0	0	1	0	1
+30 mins.	0	0	0	**1**	0	**1**	**3**	1	**4**
+45 mins.	**1**	0	1	0	**1**	1	3	0	3
Total Volume	1	6	7	1	1	2	7	2	9
% App. Total	14.3	85.7		50	50		77.8	22.2	
PHF	.250	.375	.438	.250	.250	.500	.583	.500	.563

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

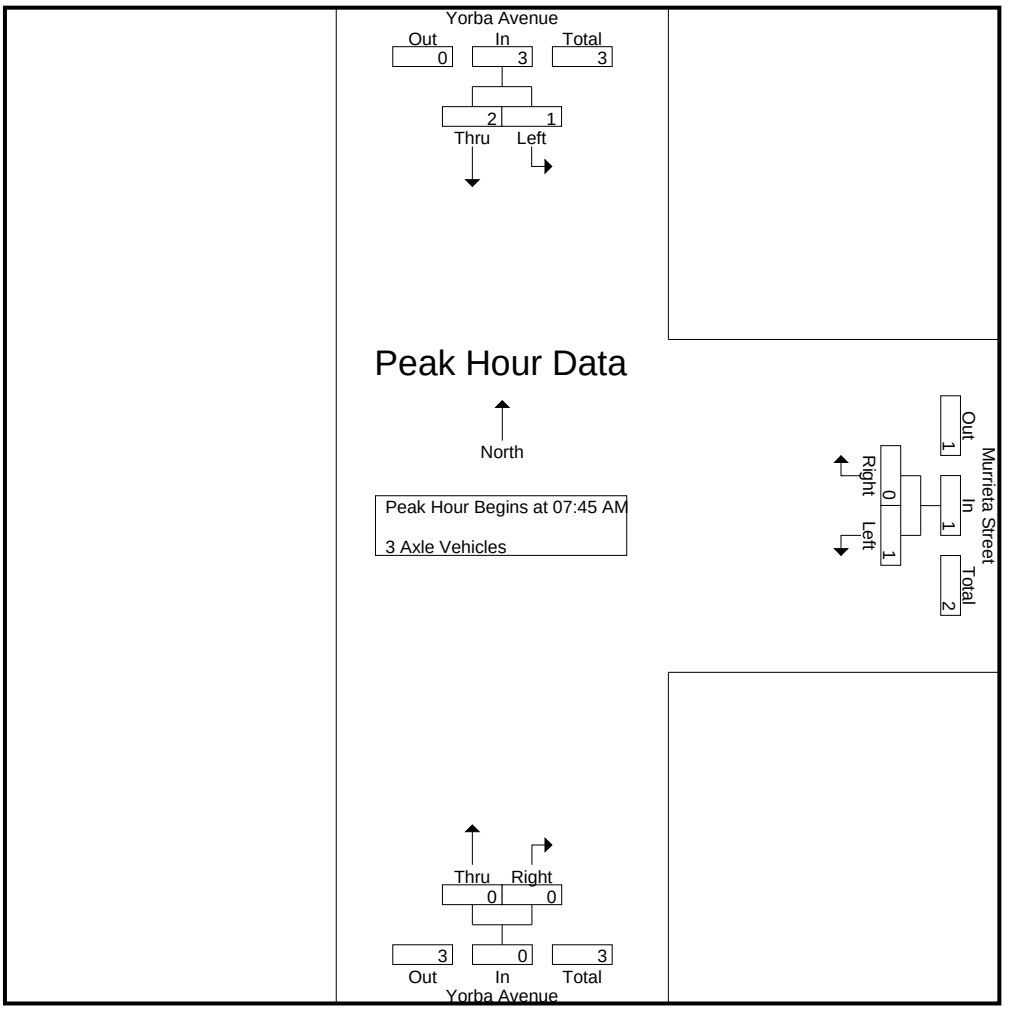
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	0	4	0	4	4
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	0	2	3
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	1	0	1	1	0	1	0	0	0	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	1	2	3	1	1	2	0	0	0	5
Grand Total	1	3	4	1	1	2	6	0	6	12
Apprch %	25	75		50	50		100	0		
Total %	8.3	25	33.3	8.3	8.3	16.7	50	0	50	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	1
08:15 AM	**1**	0	1	**1**	0	**1**	0	0	0	**2**
08:30 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	1	2	3	1	0	1	0	0	0	4
% App. Total	33.3	66.7		100	0		0	0		
PHF	.250	.500	.750	.250	.000	.250	.000	.000	.000	.500

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	**1**	0	1	**1**	0	**1**	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	1	2	3	1	0	1	0	0	0
% App. Total	33.3	66.7		100	0		0	0	
PHF	.250	.500	.750	.250	.000	.250	.000	.000	.000

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

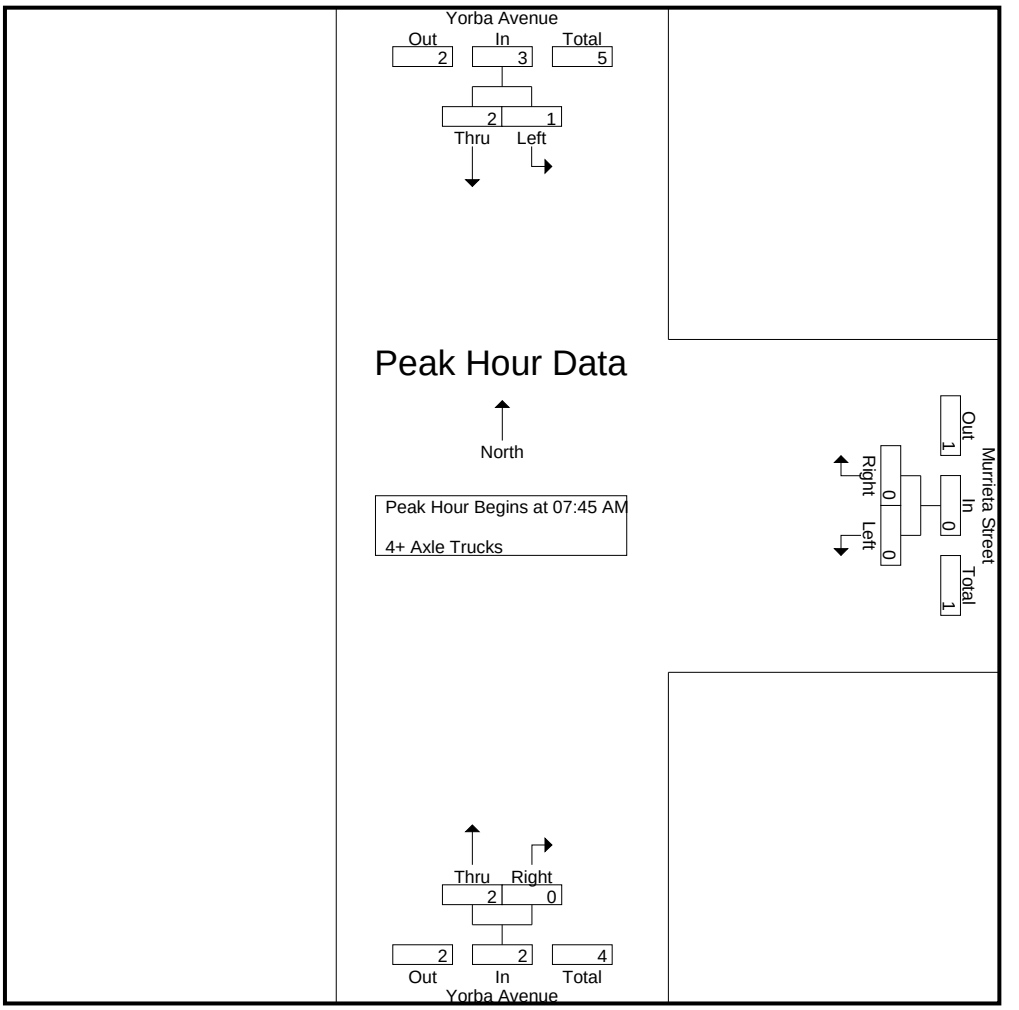
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	0	0	0	1	0	1	2
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	1	2	0	0	0	2	1	3	5
Grand Total	1	4	5	0	0	0	3	1	4	9
Apprch %	20	80		0	0		75	25		
Total %	11.1	44.4	55.6	0	0	0	33.3	11.1	44.4	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**1**	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	**1**	1	**2**	0	0	0	1	0	1	**3**
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	3	0	0	0	2	0	2	5
% App. Total	33.3	66.7		0	0		100	0		
PHF	.250	.500	.375	.000	.000	.000	.500	.000	.500	.417

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

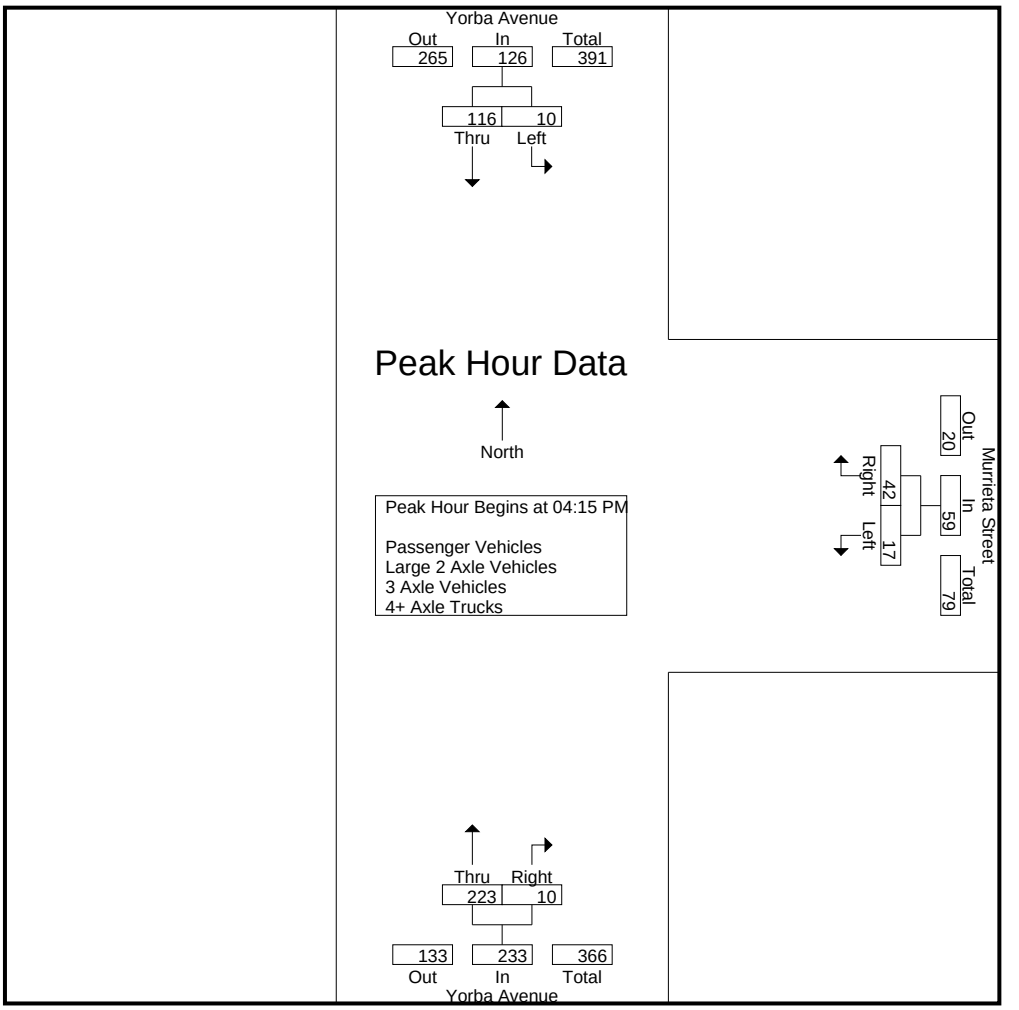
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	24	28	4	5	9	77	9	86	123
04:15 PM	3	22	25	2	4	6	49	3	52	83
04:30 PM	2	20	22	1	6	7	64	2	66	95
04:45 PM	2	39	41	6	9	15	42	4	46	102
Total	11	105	116	13	24	37	232	18	250	403
05:00 PM	3	35	38	8	23	31	68	1	69	138
05:15 PM	3	24	27	2	4	6	40	2	42	75
05:30 PM	1	19	20	3	3	6	43	1	44	70
05:45 PM	1	25	26	3	2	5	38	1	39	70
Total	8	103	111	16	32	48	189	5	194	353
06:00 PM	1	15	16	3	3	6	33	1	34	56
06:15 PM	1	28	29	1	4	5	22	1	23	57
06:30 PM	0	16	16	1	1	2	26	1	27	45
06:45 PM	0	12	12	0	0	0	30	0	30	42
Total	2	71	73	5	8	13	111	3	114	200
Grand Total	21	279	300	34	64	98	532	26	558	956
Apprch %	7	93		34.7	65.3		95.3	4.7		
Total %	2.2	29.2	31.4	3.6	6.7	10.3	55.6	2.7	58.4	
Passenger Vehicles	21	272	293	33	63	96	521	24	545	934
% Passenger Vehicles	100	97.5	97.7	97.1	98.4	98	97.9	92.3	97.7	97.7
Large 2 Axle Vehicles	0	3	3	0	1	1	8	1	9	13
% Large 2 Axle Vehicles	0	1.1	1	0	1.6	1	1.5	3.8	1.6	1.4
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.7	0.7	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	0	2	2	1	0	1	2	1	3	6
% 4+ Axle Trucks	0	0.7	0.7	2.9	0	1	0.4	3.8	0.5	0.6

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	22	25	2	4	6	49	3	52	83
04:30 PM	2	20	22	1	6	7	64	2	66	95
04:45 PM	2	**39**	**41**	6	9	15	42	**4**	46	102
05:00 PM	3	35	38	**8**	**23**	**31**	**68**	1	**69**	**138**
Total Volume	10	116	126	17	42	59	223	10	233	418
% App. Total	7.9	92.1		28.8	71.2		95.7	4.3		
PHF	.833	.744	.768	.531	.457	.476	.820	.625	.844	.757

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:00 PM		
+0 mins.	2	20	22	2	4	6	**77**	**9**	**86**
+15 mins.	2	**39**	**41**	1	6	7	49	3	52
+30 mins.	**3**	35	38	6	9	15	64	2	66
+45 mins.	3	24	27	**8**	**23**	**31**	42	4	46
Total Volume	10	118	128	17	42	59	232	18	250
% App. Total	7.8	92.2		28.8	71.2		92.8	7.2	
PHF	.833	.756	.780	.531	.457	.476	.753	.500	.727

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City of Chino
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E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

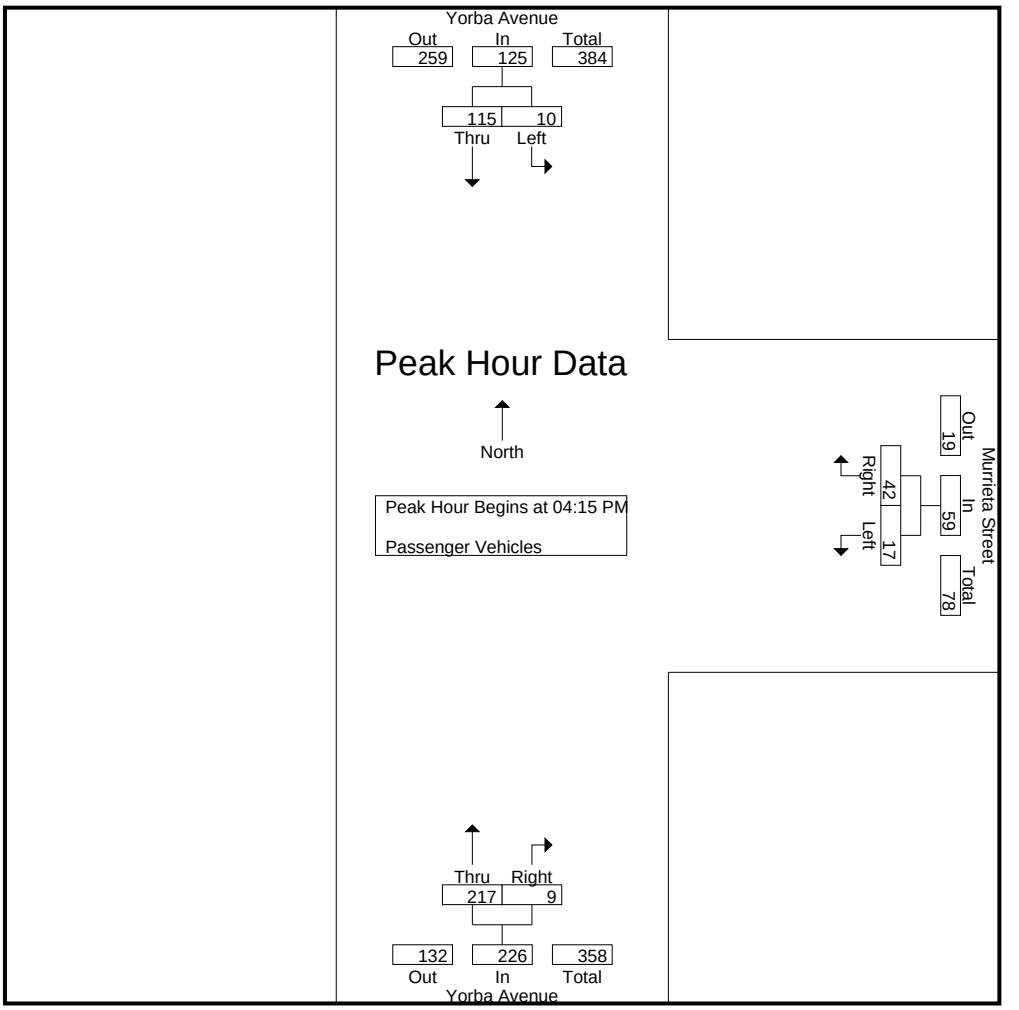
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	22	26	4	5	9	74	9	83	118
04:15 PM	3	21	24	2	4	6	47	2	49	79
04:30 PM	2	20	22	1	6	7	64	2	66	95
04:45 PM	2	39	41	6	9	15	38	4	42	98
Total	11	102	113	13	24	37	223	17	240	390
05:00 PM	3	35	38	8	23	31	68	1	69	138
05:15 PM	3	24	27	2	4	6	39	2	41	74
05:30 PM	1	17	18	3	3	6	43	1	44	68
05:45 PM	1	25	26	3	2	5	38	1	39	70
Total	8	101	109	16	32	48	188	5	193	350
06:00 PM	1	15	16	3	2	5	33	0	33	54
06:15 PM	1	26	27	0	4	4	22	1	23	54
06:30 PM	0	16	16	1	1	2	25	1	26	44
06:45 PM	0	12	12	0	0	0	30	0	30	42
Total	2	69	71	4	7	11	110	2	112	194
Grand Total	21	272	293	33	63	96	521	24	545	934
Apprch %	7.2	92.8		34.4	65.6		95.6	4.4		
Total %	2.2	29.1	31.4	3.5	6.7	10.3	55.8	2.6	58.4	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**3**	21	24	2	4	6	47	2	49	79
04:30 PM	2	20	22	1	6	7	64	2	66	95
04:45 PM	2	**39**	**41**	6	9	15	38	**4**	42	98
05:00 PM	3	35	38	**8**	**23**	**31**	**68**	1	**69**	**138**
Total Volume	10	115	125	17	42	59	217	9	226	410
% App. Total	8	92		28.8	71.2		96	4		
PHF	.833	.737	.762	.531	.457	.476	.798	.563	.819	.743

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City of Chino
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File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
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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		
+0 mins.	**3**	21	24	2	4	6	47	2	49
+15 mins.	2	20	22	1	6	7	64	2	66
+30 mins.	2	**39**	**41**	6	9	15	38	**4**	42
+45 mins.	3	35	38	**8**	**23**	**31**	**68**	1	**69**
Total Volume	10	115	125	17	42	59	217	9	226
% App. Total	8	92		28.8	71.2		96	4	
PHF	.833	.737	.762	.531	.457	.476	.798	.563	.819

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

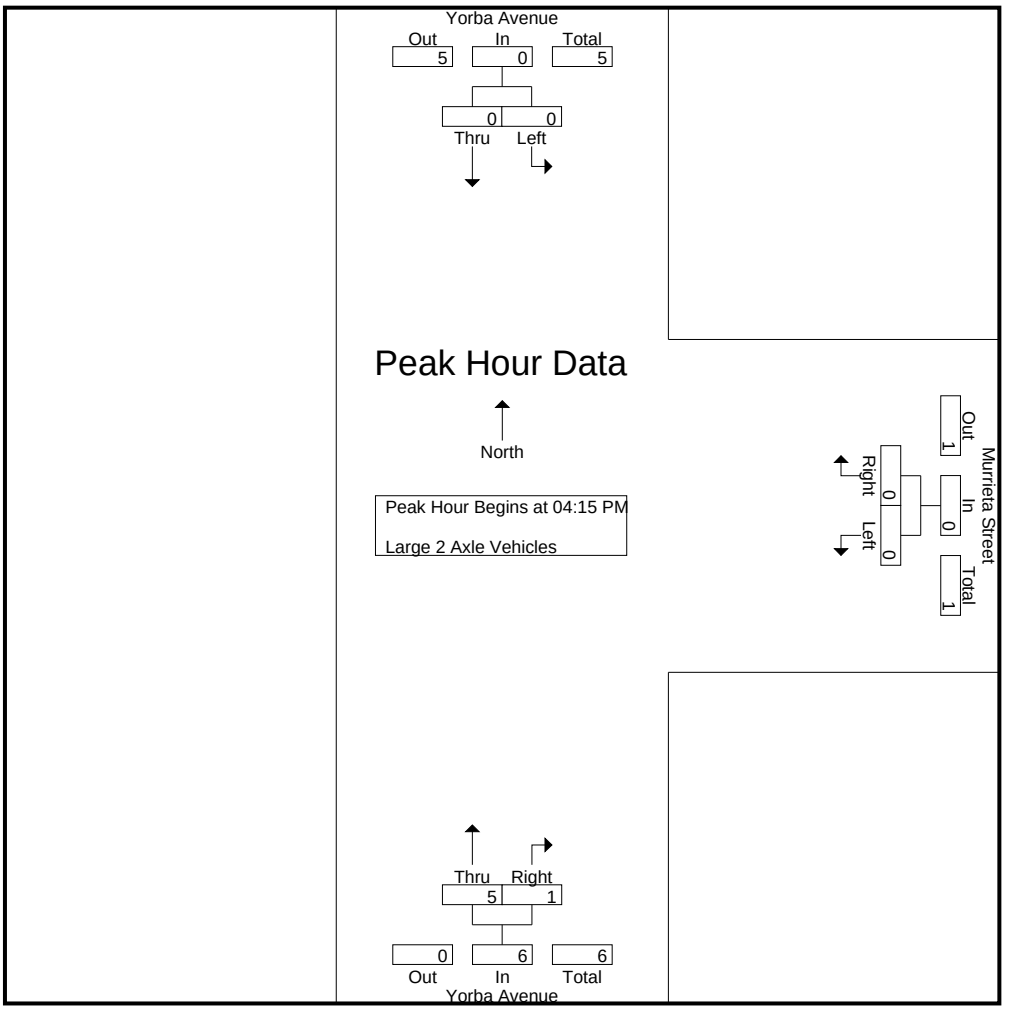
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	2	1	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	1	1	0	0	0	6	1	7	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
06:00 PM	0	0	0	0	1	1	0	0	0	1
06:15 PM	0	2	2	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	1	1	1	0	1	4
Grand Total	0	3	3	0	1	1	8	1	9	13
Apprch %	0	100		0	100		88.9	11.1		
Total %	0	23.1	23.1	0	7.7	7.7	61.5	7.7	69.2	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	0	2	**1**	**3**	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	**3**	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	5	1	6	6
% App. Total	0	0		0	0		83.3	16.7		
PHF	.000	.000	.000	.000	.000	.000	.417	.250	.500	.500

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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		
+0 mins.	0	0	0	0	0	0	2	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**3**	0	3
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	5	1	6
% App. Total	0	0		0	0		83.3	16.7	
PHF	.000	.000	.000	.000	.000	.000	.417	.250	.500

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

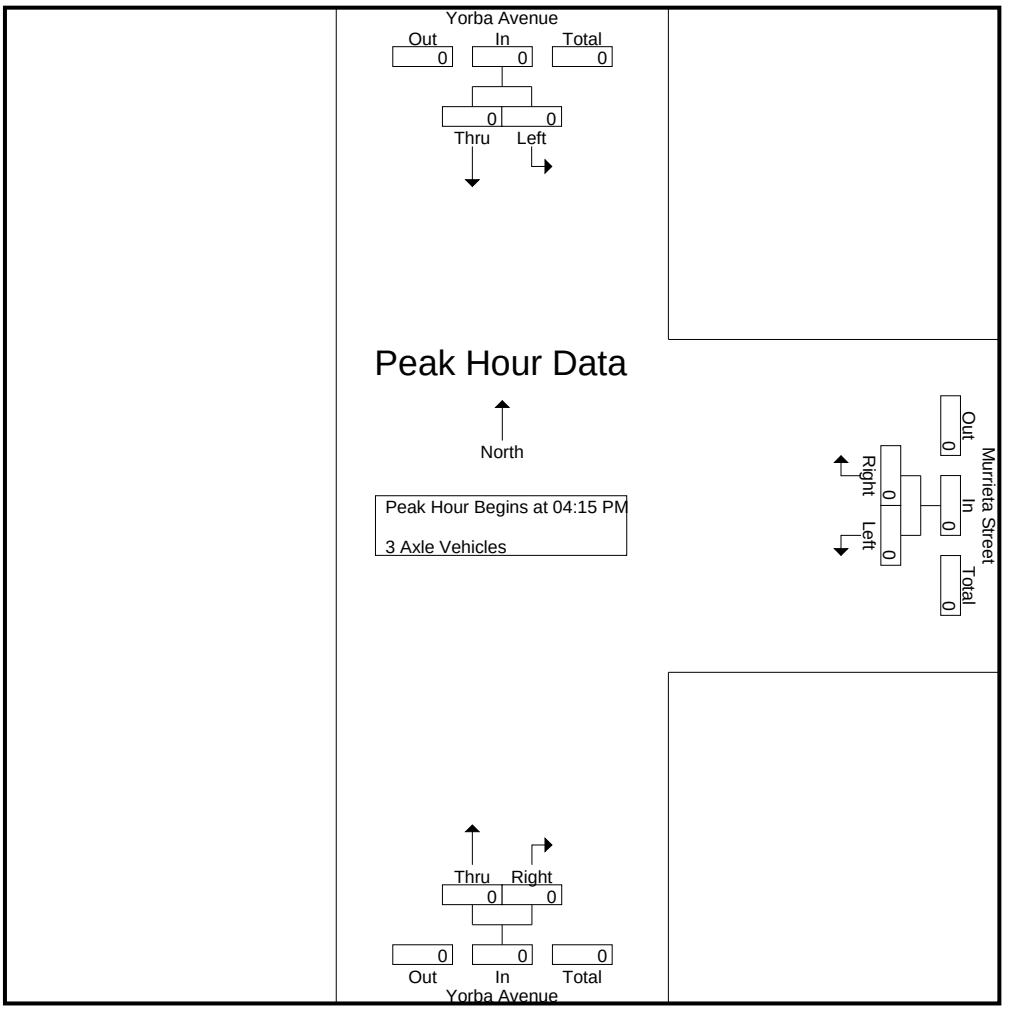
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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

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City of Chino
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File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

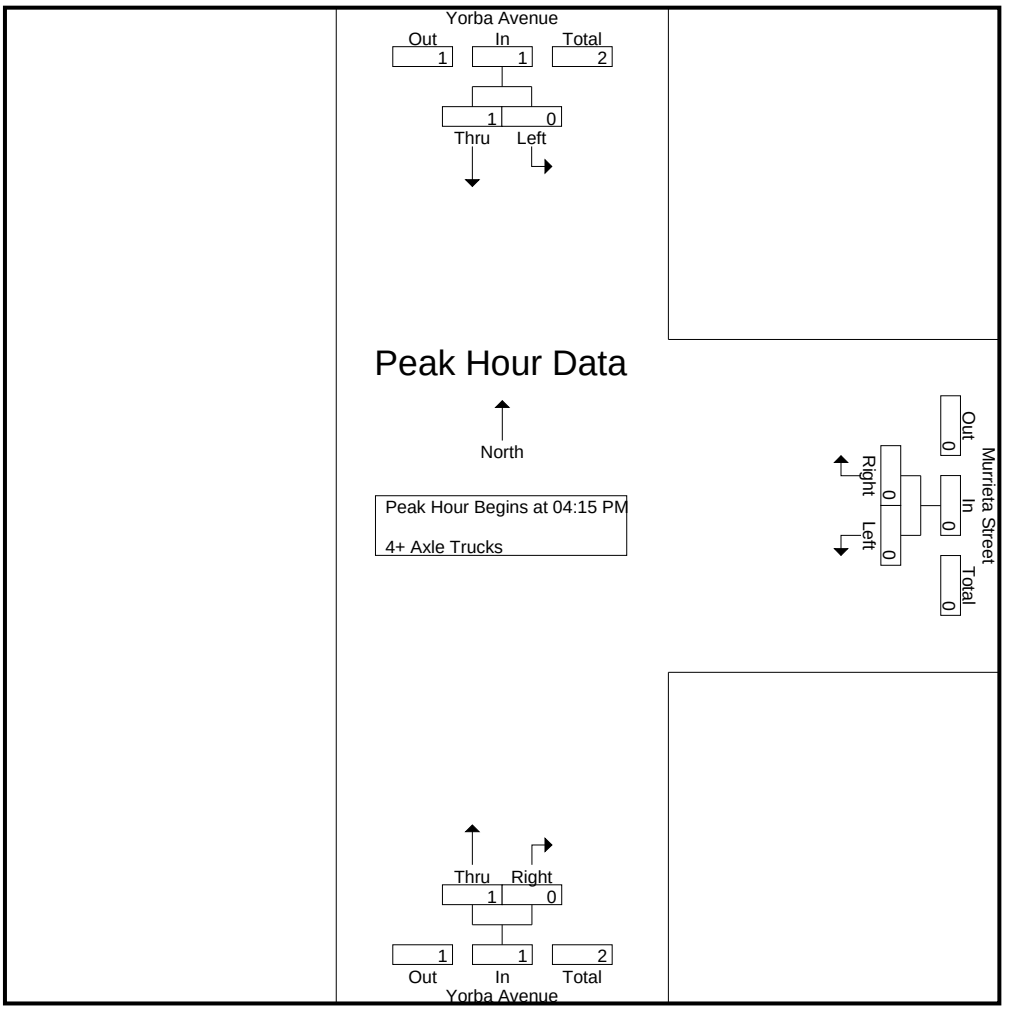
	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	1	1	1
06:15 PM	0	0	0	1	0	1	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	2	2	1	0	1	2	1	3	6
Apprch %	0	100		100	0		66.7	33.3		
Total %	0	33.3	33.3	16.7	0	16.7	33.3	16.7	50	

	Yorba Avenue Southbound			Murrieta Street Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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City of Chino
N/S: Yorba Avenue
E/W:Murrieta Street
Weather: Clear

File Name : 06_CHN_Yor_Murr PM
Site Code : 05123310
Start Date : 4/4/2023
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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		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

Location: Chino
N/S: Yorba Avenue
E/W: Murrieta Street

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Yorba Avenue	East Leg Murrieta Street	South Leg Yorba Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	1	0	0	1
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	2	0	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	3

	North Leg Yorba Avenue	East Leg Murrieta Street	South Leg Yorba Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	1	1	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	3	1	0	4

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Location: Chino
N/S: Yorba Avenue
E/W: Murrieta Street

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Yorba Avenue			Westbound Murrieta Street			Northbound Yorba Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Yorba Avenue			Westbound Murrieta Street			Northbound Yorba Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

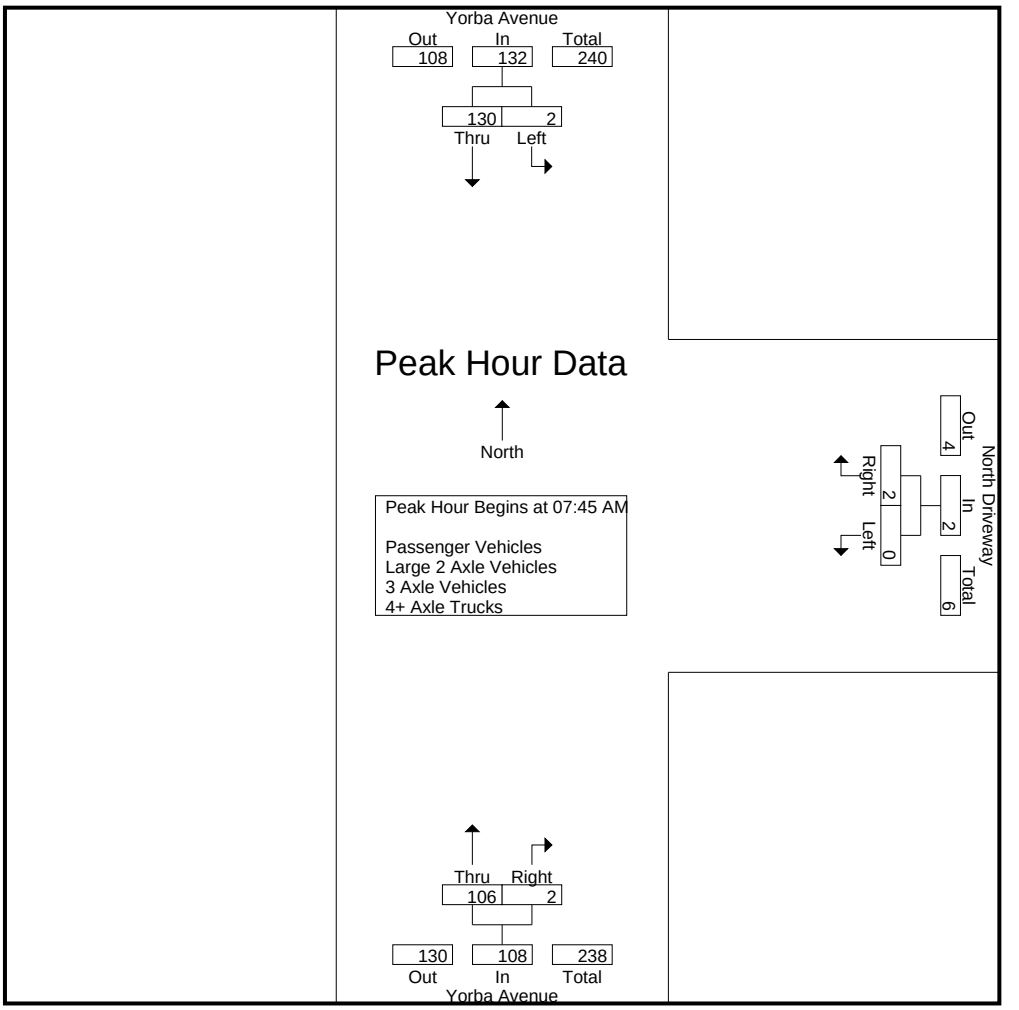
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	5	36	41	0	0	0	16	4	20	61
06:15 AM	5	34	39	0	1	1	13	0	13	53
06:30 AM	3	46	49	1	1	2	7	0	7	58
06:45 AM	2	47	49	0	1	1	13	0	13	63
Total	15	163	178	1	3	4	49	4	53	235
07:00 AM	4	40	44	1	0	1	11	1	12	57
07:15 AM	0	22	22	0	0	0	22	1	23	45
07:30 AM	0	35	35	0	0	0	12	0	12	47
07:45 AM	0	39	39	0	0	0	24	0	24	63
Total	4	136	140	1	0	1	69	2	71	212
08:00 AM	0	33	33	0	0	0	26	0	26	59
08:15 AM	0	26	26	0	1	1	28	1	29	56
08:30 AM	2	32	34	0	1	1	28	1	29	64
08:45 AM	1	26	27	2	0	2	18	1	19	48
Total	3	117	120	2	2	4	100	3	103	227
Grand Total	22	416	438	4	5	9	218	9	227	674
Apprch %	5	95		44.4	55.6		96	4		
Total %	3.3	61.7	65	0.6	0.7	1.3	32.3	1.3	33.7	
Passenger Vehicles	21	376	397	0	5	5	186	7	193	595
% Passenger Vehicles	95.5	90.4	90.6	0	100	55.6	85.3	77.8	85	88.3
Large 2 Axle Vehicles	1	27	28	3	0	3	20	1	21	52
% Large 2 Axle Vehicles	4.5	6.5	6.4	75	0	33.3	9.2	11.1	9.3	7.7
3 Axle Vehicles	0	8	8	0	0	0	6	0	6	14
% 3 Axle Vehicles	0	1.9	1.8	0	0	0	2.8	0	2.6	2.1
4+ Axle Trucks	0	5	5	1	0	1	6	1	7	13
% 4+ Axle Trucks	0	1.2	1.1	25	0	11.1	2.8	11.1	3.1	1.9

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**39**	**39**	0	0	0	24	0	24	63
08:00 AM	0	33	33	0	0	0	26	0	26	59
08:15 AM	0	26	26	0	**1**	**1**	**28**	**1**	**29**	56
08:30 AM	**2**	32	34	0	1	1	28	1	29	**64**
Total Volume	2	130	132	0	2	2	106	2	108	242
% App. Total	1.5	98.5		0	100		98.1	1.9		
PHF	.250	.833	.846	.000	.500	.500	.946	.500	.931	.945

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:15 AM			06:15 AM			07:45 AM		
+0 mins.	**5**	34	39	0	**1**	1	24	0	24
+15 mins.	3	46	**49**	**1**	1	**2**	26	0	26
+30 mins.	2	**47**	49	0	1	1	**28**	**1**	**29**
+45 mins.	4	40	44	1	0	1	28	1	29
Total Volume	14	167	181	2	3	5	106	2	108
% App. Total	7.7	92.3		40	60		98.1	1.9	
PHF	.700	.888	.923	.500	.750	.625	.946	.500	.931

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

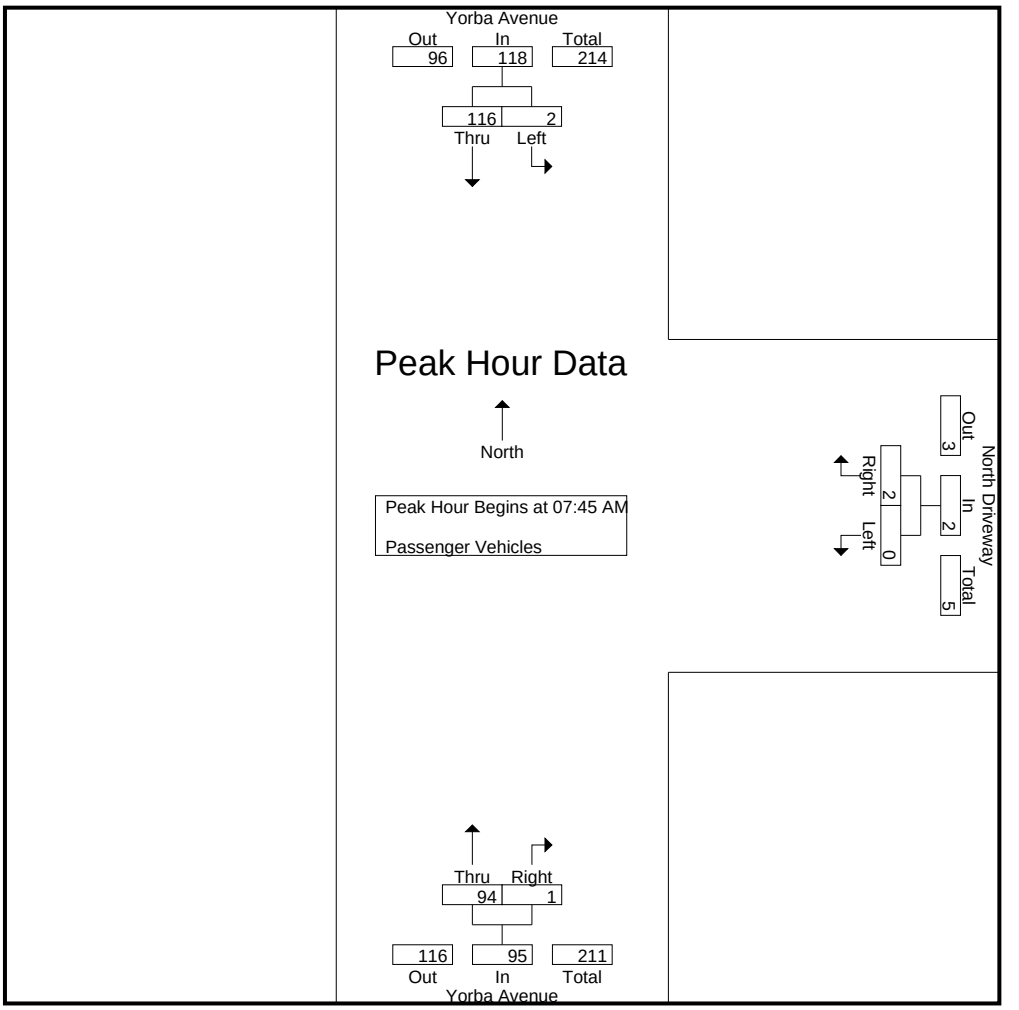
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	5	33	38	0	0	0	15	3	18	56
06:15 AM	5	31	36	0	1	1	12	0	12	49
06:30 AM	2	44	46	0	1	1	5	0	5	52
06:45 AM	2	42	44	0	1	1	6	0	6	51
Total	14	150	164	0	3	3	38	3	41	208
07:00 AM	4	34	38	0	0	0	10	1	11	49
07:15 AM	0	19	19	0	0	0	17	1	18	37
07:30 AM	0	31	31	0	0	0	11	0	11	42
07:45 AM	0	34	34	0	0	0	22	0	22	56
Total	4	118	122	0	0	0	60	2	62	184
08:00 AM	0	30	30	0	0	0	24	0	24	54
08:15 AM	0	21	21	0	1	1	23	0	23	45
08:30 AM	2	31	33	0	1	1	25	1	26	60
08:45 AM	1	26	27	0	0	0	16	1	17	44
Total	3	108	111	0	2	2	88	2	90	203
Grand Total	21	376	397	0	5	5	186	7	193	595
Apprch %	5.3	94.7		0	100		96.4	3.6		
Total %	3.5	63.2	66.7	0	0.8	0.8	31.3	1.2	32.4	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**34**	**34**	0	0	0	22	0	22	56
08:00 AM	0	30	30	0	0	0	24	0	24	54
08:15 AM	0	21	21	0	**1**	**1**	23	0	23	45
08:30 AM	**2**	31	33	0	1	1	**25**	**1**	**26**	**60**
Total Volume	2	116	118	0	2	2	94	1	95	215
% App. Total	1.7	98.3		0	100		98.9	1.1		
PHF	.250	.853	.868	.000	.500	.500	.940	.250	.913	.896

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	**34**	**34**	0	0	0	22	0	22
+15 mins.	0	30	30	0	0	0	24	0	24
+30 mins.	0	21	21	0	**1**	**1**	23	0	23
+45 mins.	**2**	31	33	0	1	1	**25**	**1**	**26**
Total Volume	2	116	118	0	2	2	94	1	95
% App. Total	1.7	98.3		0	100		98.9	1.1	
PHF	.250	.853	.868	.000	.500	.500	.940	.250	.913

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

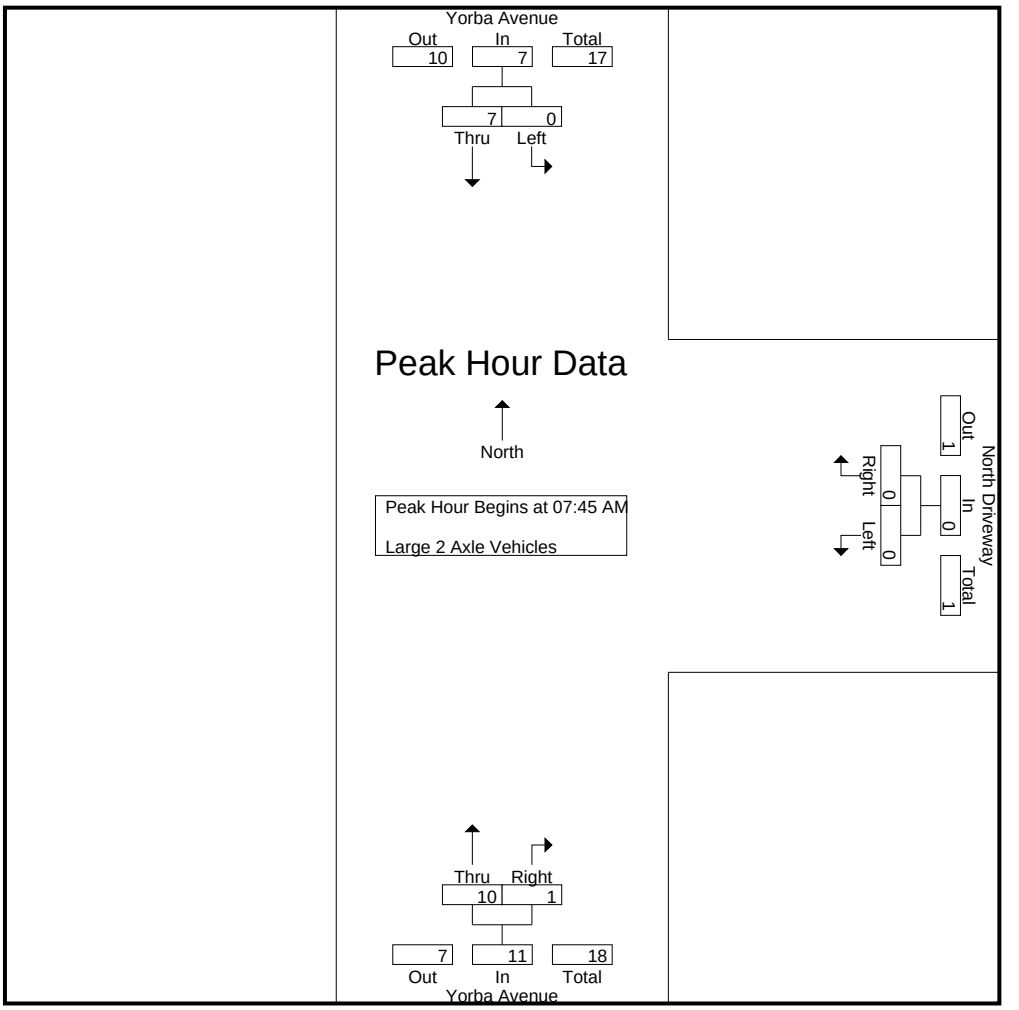
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	3	0	0	0	1	0	1	4
06:15 AM	0	3	3	0	0	0	1	0	1	4
06:30 AM	1	2	3	0	0	0	2	0	2	5
06:45 AM	0	4	4	0	0	0	2	0	2	6
Total	1	12	13	0	0	0	6	0	6	19
07:00 AM	0	6	6	1	0	1	0	0	0	7
07:15 AM	0	2	2	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	4	4	0	0	0	2	0	2	6
Total	0	12	12	1	0	1	6	0	6	19
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	1	1	0	0	0	4	1	5	6
08:30 AM	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	3	3	2	0	2	8	1	9	14
Grand Total	1	27	28	3	0	3	20	1	21	52
Apprch %	3.6	96.4		100	0		95.2	4.8		
Total %	1.9	51.9	53.8	5.8	0	5.8	38.5	1.9	40.4	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**4**	**4**	0	0	0	2	0	2	**6**
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	1	1	0	0	0	**4**	**1**	**5**	6
08:30 AM	0	0	0	0	0	0	3	0	3	3
Total Volume	0	7	7	0	0	0	10	1	11	18
% App. Total	0	100		0	0		90.9	9.1		
PHF	.000	.438	.438	.000	.000	.000	.625	.250	.550	.750

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	**4**	**4**	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	**4**	**1**	**5**
+45 mins.	0	0	0	0	0	0	3	0	3
Total Volume	0	7	7	0	0	0	10	1	11
% App. Total	0	100		0	0		90.9	9.1	
PHF	.000	.438	.438	.000	.000	.000	.625	.250	.550

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

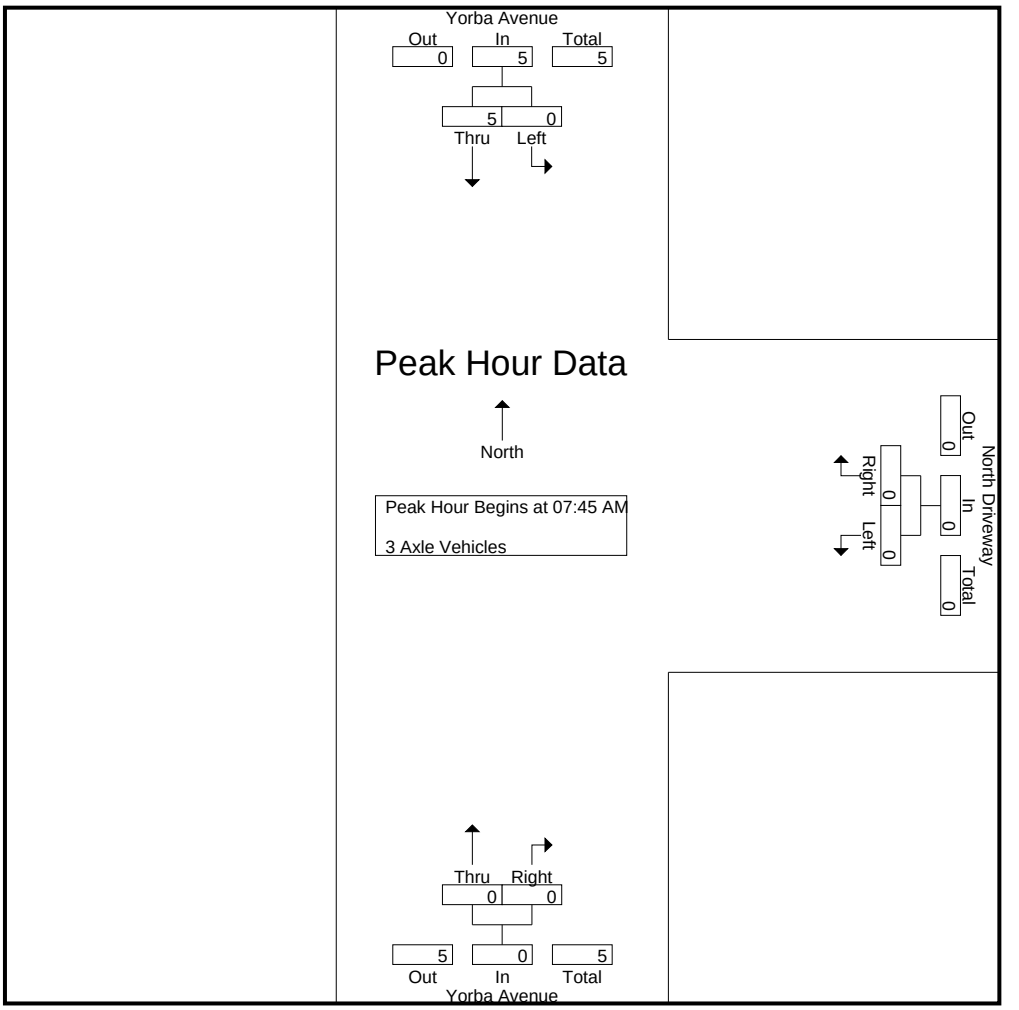
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	0	4	0	4	4
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	3	3	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	2	0	2	5
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	3	3	0	0	0	0	0	0	3
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	0	0	0	5
Grand Total	0	8	8	0	0	0	6	0	6	14
Apprch %	0	100		0	0		100	0		
Total %	0	57.1	57.1	0	0	0	42.9	0	42.9	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	**3**	**3**	0	0	0	0	0	0	**3**
08:30 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	5	5	0	0	0	0	0	0	5
% App. Total	0	100		0	0		0	0		
PHF	.000	.417	.417	.000	.000	.000	.000	.000	.000	.417

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	**3**	**3**	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.417	.417	.000	.000	.000	.000	.000	.000

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

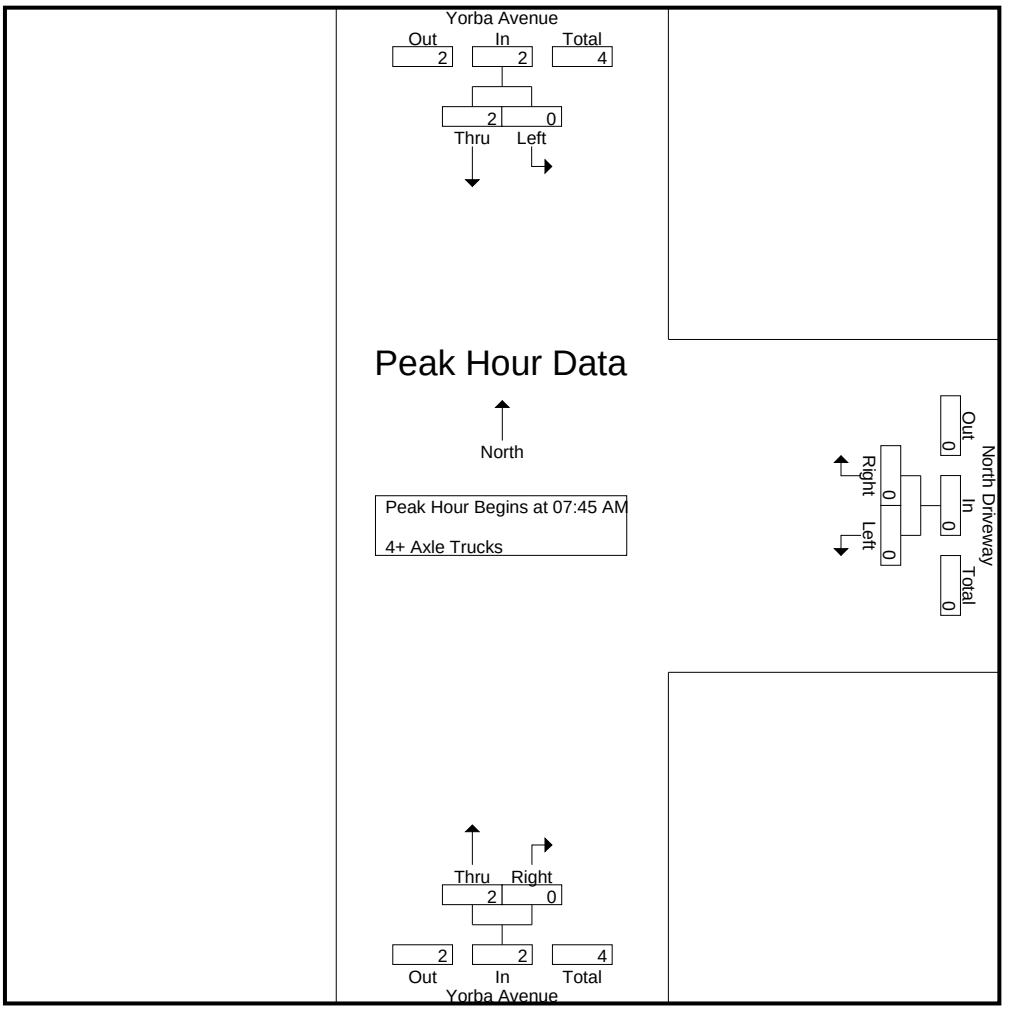
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	1	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	1	0	1	0	0	0	1
06:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	1	0	1	1	1	2	4
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	3	3	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	0	5	5	1	0	1	6	1	7	13
Apprch %	0	100		100	0		85.7	14.3		
Total %	0	38.5	38.5	7.7	0	7.7	46.2	7.7	53.8	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**1**	**1**	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	1	1	0	0	0	1	0	1	**2**
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	2	0	2	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500	.500

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

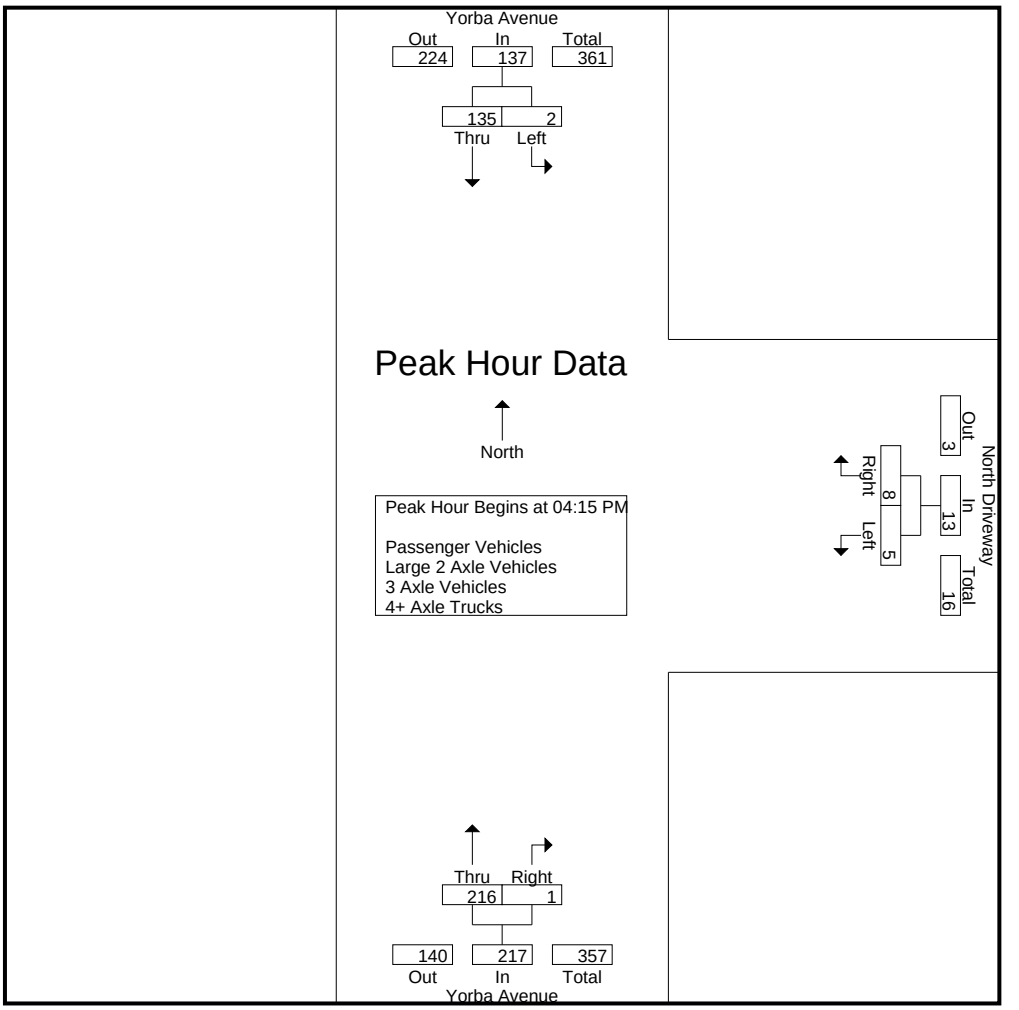
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	27	27	0	13	13	76	0	76	116
04:15 PM	0	25	25	1	3	4	45	1	46	75
04:30 PM	2	18	20	1	3	4	65	0	65	89
04:45 PM	0	43	43	1	2	3	37	0	37	83
Total	2	113	115	3	21	24	223	1	224	363
05:00 PM	0	49	49	2	0	2	69	0	69	120
05:15 PM	0	25	25	0	2	2	37	0	37	64
05:30 PM	0	23	23	0	2	2	44	0	44	69
05:45 PM	0	28	28	0	0	0	37	0	37	65
Total	0	125	125	2	4	6	187	0	187	318
06:00 PM	0	18	18	0	0	0	34	0	34	52
06:15 PM	0	26	26	0	0	0	23	0	23	49
06:30 PM	0	19	19	0	0	0	27	0	27	46
06:45 PM	0	12	12	0	0	0	31	0	31	43
Total	0	75	75	0	0	0	115	0	115	190
Grand Total	2	313	315	5	25	30	525	1	526	871
Apprch %	0.6	99.4		16.7	83.3		99.8	0.2		
Total %	0.2	35.9	36.2	0.6	2.9	3.4	60.3	0.1	60.4	
Passenger Vehicles	2	304	306	4	23	27	515	1	516	849
% Passenger Vehicles	100	97.1	97.1	80	92	90	98.1	100	98.1	97.5
Large 2 Axle Vehicles	0	3	3	1	1	2	7	0	7	12
% Large 2 Axle Vehicles	0	1	1	20	4	6.7	1.3	0	1.3	1.4
3 Axle Vehicles	0	2	2	0	1	1	0	0	0	3
% 3 Axle Vehicles	0	0.6	0.6	0	4	3.3	0	0	0	0.3
4+ Axle Trucks	0	4	4	0	0	0	3	0	3	7
% 4+ Axle Trucks	0	1.3	1.3	0	0	0	0.6	0	0.6	0.8

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	25	25	1	**3**	**4**	45	**1**	46	75
04:30 PM	**2**	18	20	1	3	4	65	0	65	89
04:45 PM	0	43	43	1	2	3	37	0	37	83
05:00 PM	0	**49**	**49**	**2**	0	2	**69**	0	**69**	**120**
Total Volume	2	135	137	5	8	13	216	1	217	367
% App. Total	1.5	98.5		38.5	61.5		99.5	0.5		
PHF	.250	.689	.699	.625	.667	.813	.783	.250	.786	.765

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023



Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	0	43	43	0	**13**	**13**	**76**	0	**76**
+15 mins.	0	**49**	**49**	**1**	3	4	45	**1**	46
+30 mins.	0	25	25	1	3	4	65	0	65
+45 mins.	0	23	23	1	2	3	37	0	37
Total Volume	0	140	140	3	21	24	223	1	224
% App. Total	0	100		12.5	87.5		99.6	0.4	
PHF	.000	.714	.714	.750	.404	.462	.734	.250	.737

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

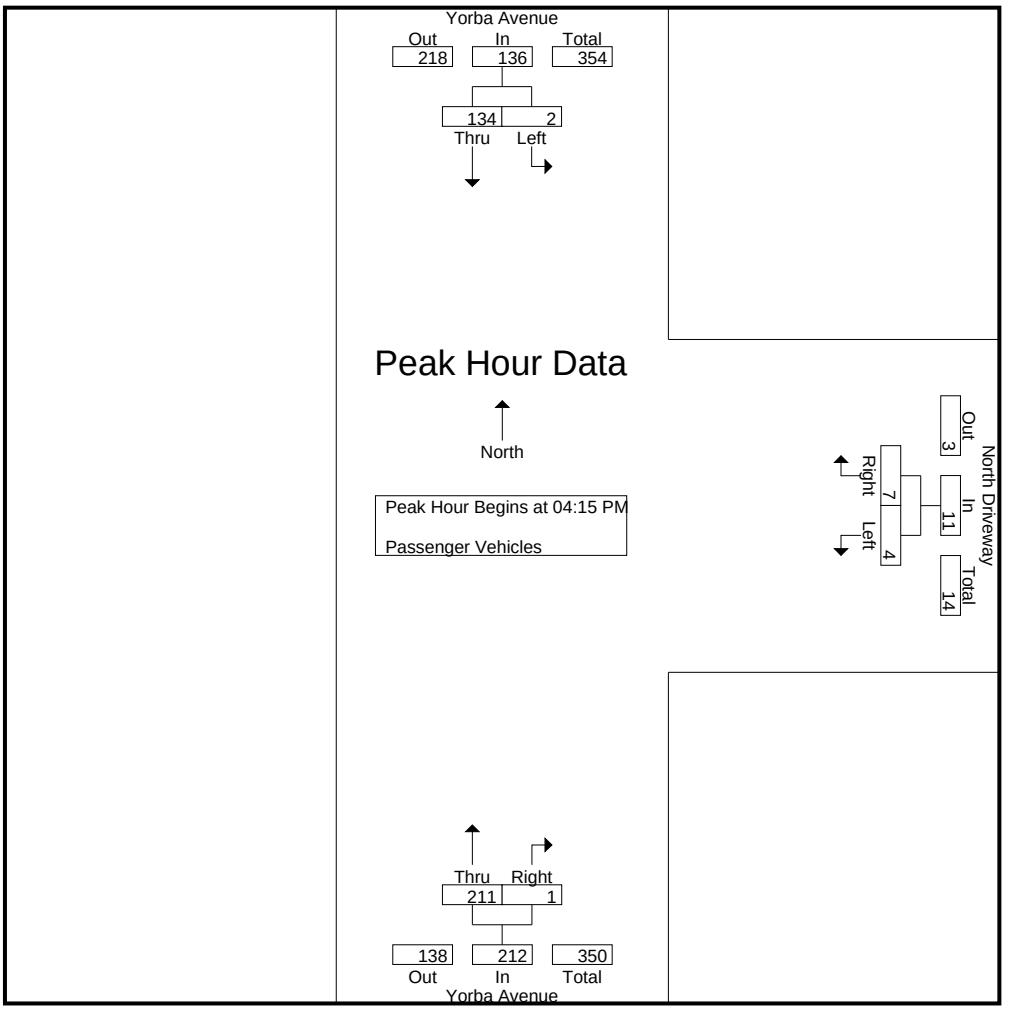
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	25	25	0	12	12	74	0	74	111
04:15 PM	0	24	24	1	2	3	43	1	44	71
04:30 PM	2	18	20	0	3	3	65	0	65	88
04:45 PM	0	43	43	1	2	3	34	0	34	80
Total	2	110	112	2	19	21	216	1	217	350
05:00 PM	0	49	49	2	0	2	69	0	69	120
05:15 PM	0	25	25	0	2	2	36	0	36	63
05:30 PM	0	21	21	0	2	2	44	0	44	67
05:45 PM	0	27	27	0	0	0	37	0	37	64
Total	0	122	122	2	4	6	186	0	186	314
06:00 PM	0	18	18	0	0	0	33	0	33	51
06:15 PM	0	23	23	0	0	0	23	0	23	46
06:30 PM	0	19	19	0	0	0	26	0	26	45
06:45 PM	0	12	12	0	0	0	31	0	31	43
Total	0	72	72	0	0	0	113	0	113	185
Grand Total	2	304	306	4	23	27	515	1	516	849
Apprch %	0.7	99.3		14.8	85.2		99.8	0.2		
Total %	0.2	35.8	36	0.5	2.7	3.2	60.7	0.1	60.8	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	24	24	1	2	**3**	43	**1**	44	71
04:30 PM	**2**	18	20	0	**3**	3	65	0	65	88
04:45 PM	0	43	43	1	2	3	34	0	34	80
05:00 PM	0	**49**	**49**	**2**	0	2	**69**	0	**69**	**120**
Total Volume	2	134	136	4	7	11	211	1	212	359
% App. Total	1.5	98.5		36.4	63.6		99.5	0.5		
PHF	.250	.684	.694	.500	.583	.917	.764	.250	.768	.748

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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		
+0 mins.	0	24	24	1	2	**3**	43	**1**	44
+15 mins.	**2**	18	20	0	**3**	3	65	0	65
+30 mins.	0	43	43	1	2	3	34	0	34
+45 mins.	0	**49**	**49**	**2**	0	2	**69**	0	**69**
Total Volume	2	134	136	4	7	11	211	1	212
% App. Total	1.5	98.5		36.4	63.6		99.5	0.5	
PHF	.250	.684	.694	.500	.583	.917	.764	.250	.768

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

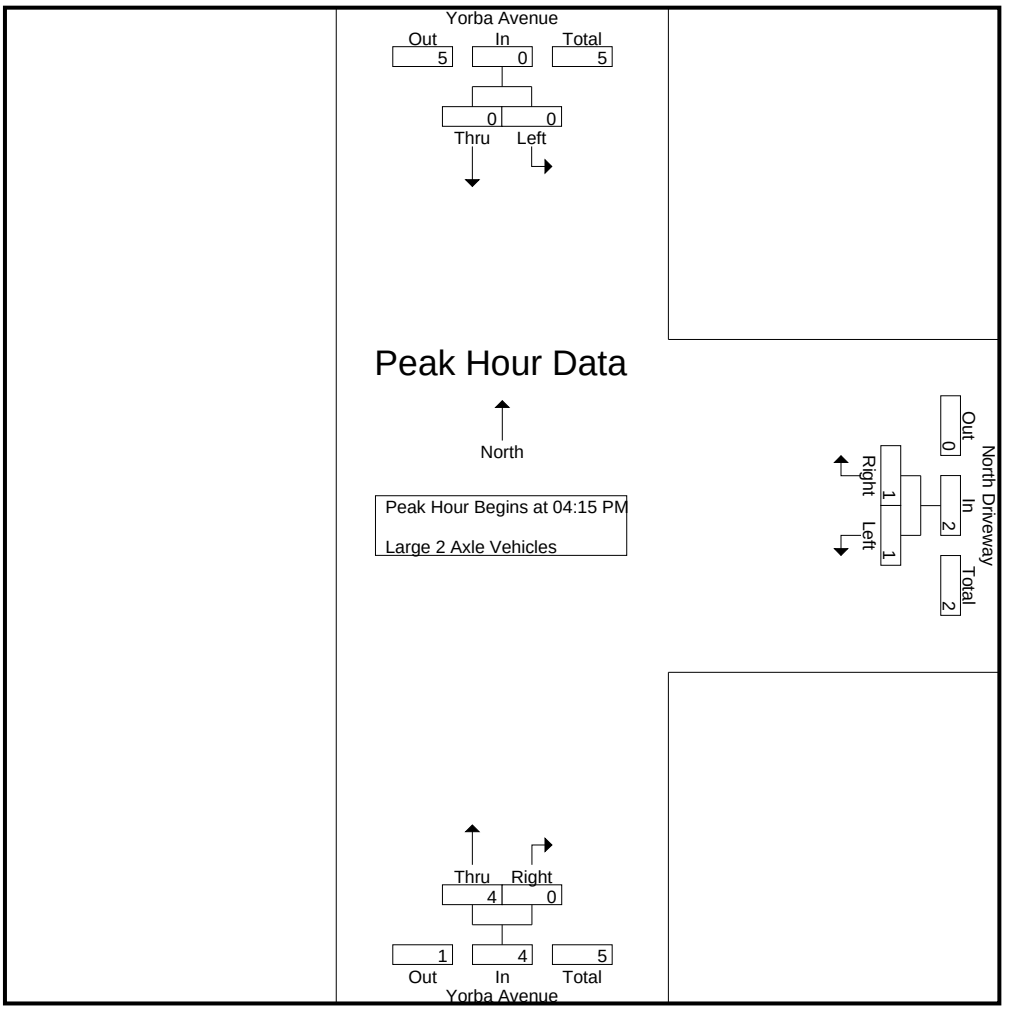
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	1	1	2	5	0	5	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	2	2	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
Grand Total	0	3	3	1	1	2	7	0	7	12
Apprch %	0	100		50	50		100	0		
Total %	0	25	25	8.3	8.3	16.7	58.3	0	58.3	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**1**	**1**	**2**	0	**2**	**3**
04:30 PM	0	0	0	**1**	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	2	4	0	4	6
% App. Total	0	0		50	50		100	0		
PHF	.000	.000	.000	.250	.250	.500	.500	.000	.500	.500

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023



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		
+0 mins.	0	0	0	0	**1**	**1**	**2**	0	**2**
+15 mins.	0	0	0	**1**	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	2	4	0	4
% App. Total	0	0		50	50		100	0	
PHF	.000	.000	.000	.250	.250	.500	.500	.000	.500

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

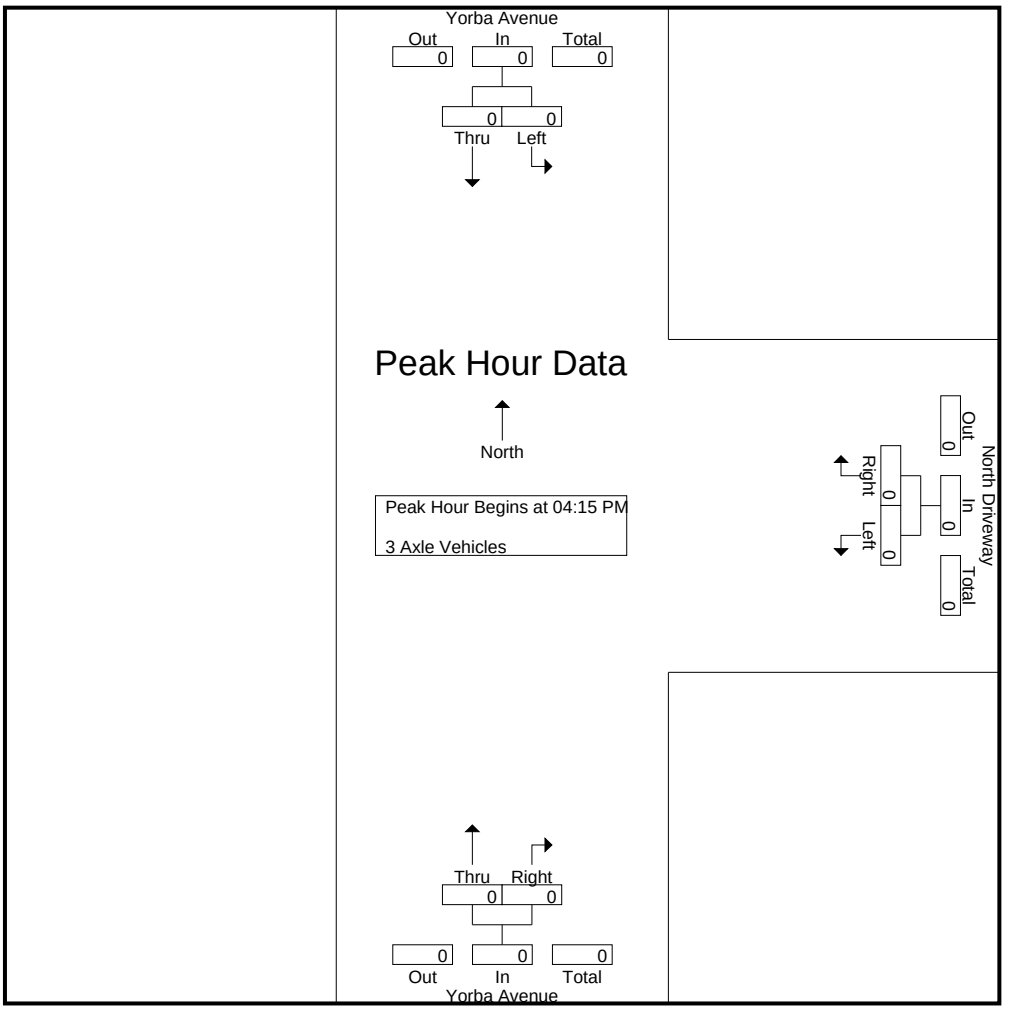
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	1	1	0	0	0	3
Apprch %	0	100		0	100		0	0		
Total %	0	66.7	66.7	0	33.3	33.3	0	0	0	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

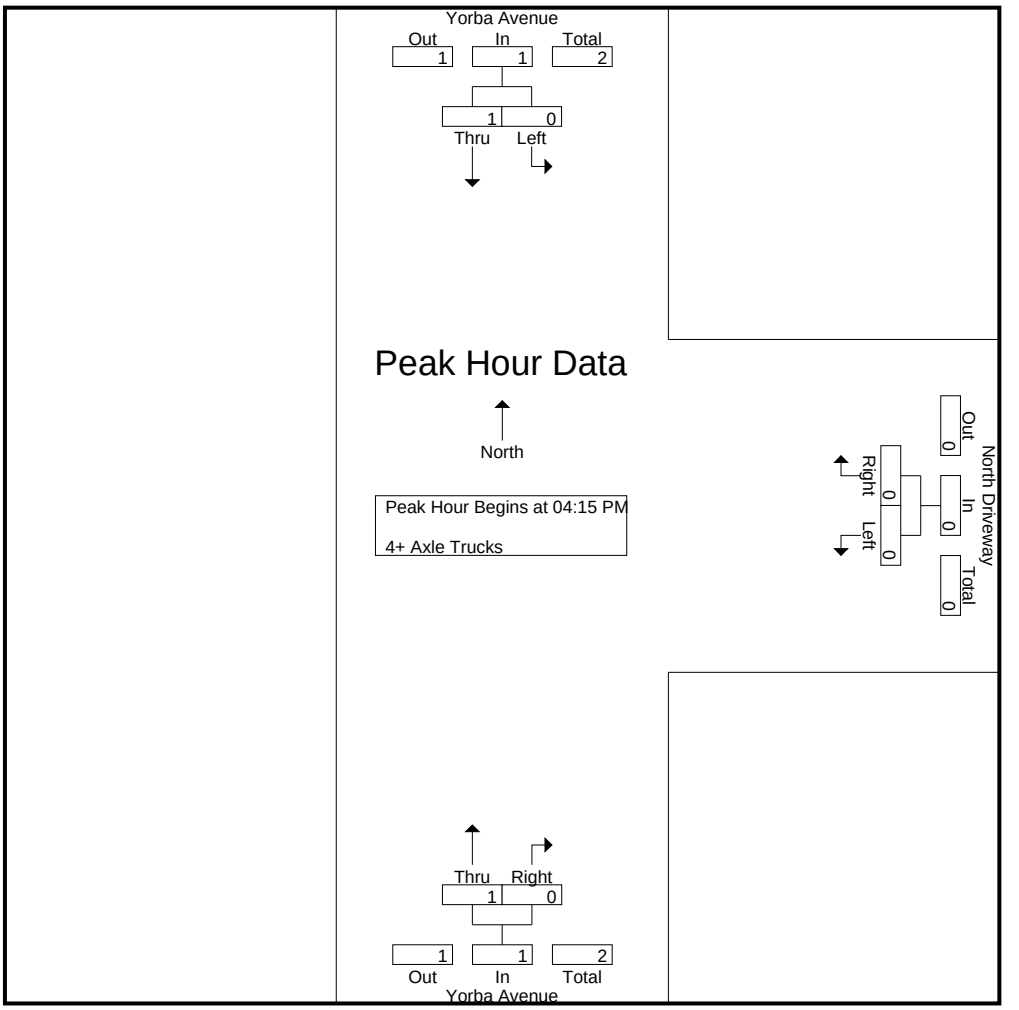
	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	1	1	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	4	4	0	0	0	3	0	3	7
Apprch %	0	100		0	0		100	0		
Total %	0	57.1	57.1	0	0	0	42.9	0	42.9	

	Yorba Avenue Southbound			North Driveway Westbound			Yorba Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. 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	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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City of Chino
N/S: Yorba Avenue
E/W: North Driveway
Weather: Clear

File Name : 07_CHN_Yor_N DW PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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

Location: Chino
N/S: Yorba Avenue
E/W: North Driveway

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Yorba Avenue	East Leg North Driveway	South Leg Yorba Avenue	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	1	0	0	1
6:15 AM	0	2	0	0	2
6:30 AM	0	0	0	0	0
6:45 AM	0	2	0	0	2
7:00 AM	0	2	0	0	2
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	7	0	0	7

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

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Location: Chino
N/S: Yorba Avenue
E/W: North Driveway

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Yorba Avenue			Westbound North Driveway			Northbound Yorba Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Yorba Avenue			Westbound North Driveway			Northbound Yorba Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	3	12	4	4	19	9	59	8	1	76	1	10	0	0	11	3	47	4	1	54	6	160	166
06:15 AM	4	11	2	0	17	11	88	1	1	100	3	4	0	0	7	3	43	13	1	59	2	183	185
06:30 AM	3	25	6	3	34	21	90	5	1	116	1	2	0	0	3	1	42	6	1	49	5	202	207
06:45 AM	7	26	4	2	37	19	94	1	1	114	5	6	4	3	15	4	57	16	0	77	6	243	249
Total	17	74	16	9	107	60	331	15	4	406	10	22	4	3	36	11	189	39	3	239	19	788	807
07:00 AM	5	28	4	1	37	10	105	2	0	117	4	9	2	0	15	3	60	4	1	67	2	236	238
07:15 AM	6	15	4	0	25	12	136	10	1	158	3	8	3	1	14	4	50	5	0	59	2	256	258
07:30 AM	10	18	6	2	34	9	150	5	0	164	2	4	0	0	6	4	63	5	1	72	3	276	279
07:45 AM	4	28	6	1	38	14	195	7	0	216	1	10	4	4	15	7	115	13	0	135	5	404	409
Total	25	89	20	4	134	45	586	24	1	655	10	31	9	5	50	18	288	27	2	333	12	1172	1184
08:00 AM	5	22	6	3	33	17	187	9	2	213	2	10	2	1	14	8	121	7	2	136	8	396	404
08:15 AM	7	12	5	3	24	11	182	5	0	198	4	9	6	3	19	13	136	9	1	158	7	399	406
08:30 AM	4	17	8	3	29	8	152	8	0	168	1	8	1	1	10	13	110	6	1	129	5	336	341
08:45 AM	8	8	9	6	25	1	140	4	0	145	2	8	6	4	16	7	99	13	3	119	13	305	318
Total	24	59	28	15	111	37	661	26	2	724	9	35	15	9	59	41	466	35	7	542	33	1436	1469
Grand Total	66	222	64	28	352	142	1578	65	7	1785	29	88	28	17	145	70	943	101	12	1114	64	3396	3460
Apprch %	18.8	63.1	18.2			8	88.4	3.6			20	60.7	19.3			6.3	84.6	9.1					
Total %	1.9	6.5	1.9		10.4	4.2	46.5	1.9		52.6	0.9	2.6	0.8		4.3	2.1	27.8	3		32.8	1.8	98.2	
Passenger Vehicles	51	205	49		326	135	1472	53		1666	18	73	22		128	61	897	87		1057	0	0	3177
% Passenger Vehicles	77.3	92.3	76.6	75	85.8	95.1	93.3	81.5	85.7	93	62.1	83	78.6	88.2	79	87.1	95.1	86.1	100	93.9	0	0	91.8
Large 2 Axle Vehicles	10	7	9		32	2	62	9		74	6	7	6		21	4	21	10		35	0	0	162
% Large 2 Axle Vehicles	15.2	3.2	14.1	21.4	8.4	1.4	3.9	13.8	14.3	4.1	20.7	8	21.4	11.8	13	5.7	2.2	9.9	0	3.1	0	0	4.7
3 Axle Vehicles	3	2	4		10	1	18	1		20	2	1	0		3	5	12	1		18	0	0	51
% 3 Axle Vehicles	4.5	0.9	6.2	3.6	2.6	0.7	1.1	1.5	0	1.1	6.9	1.1	0	0	1.9	7.1	1.3	1	0	1.6	0	0	1.5
4+ Axle Trucks	2	8	2		12	4	26	2		32	3	7	0		10	0	13	3		16	0	0	70
% 4+ Axle Trucks	3	3.6	3.1	0	3.2	2.8	1.6	3.1	0	1.8	10.3	8	0	0	6.2	0	1.4	3	0	1.4	0	0	2

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

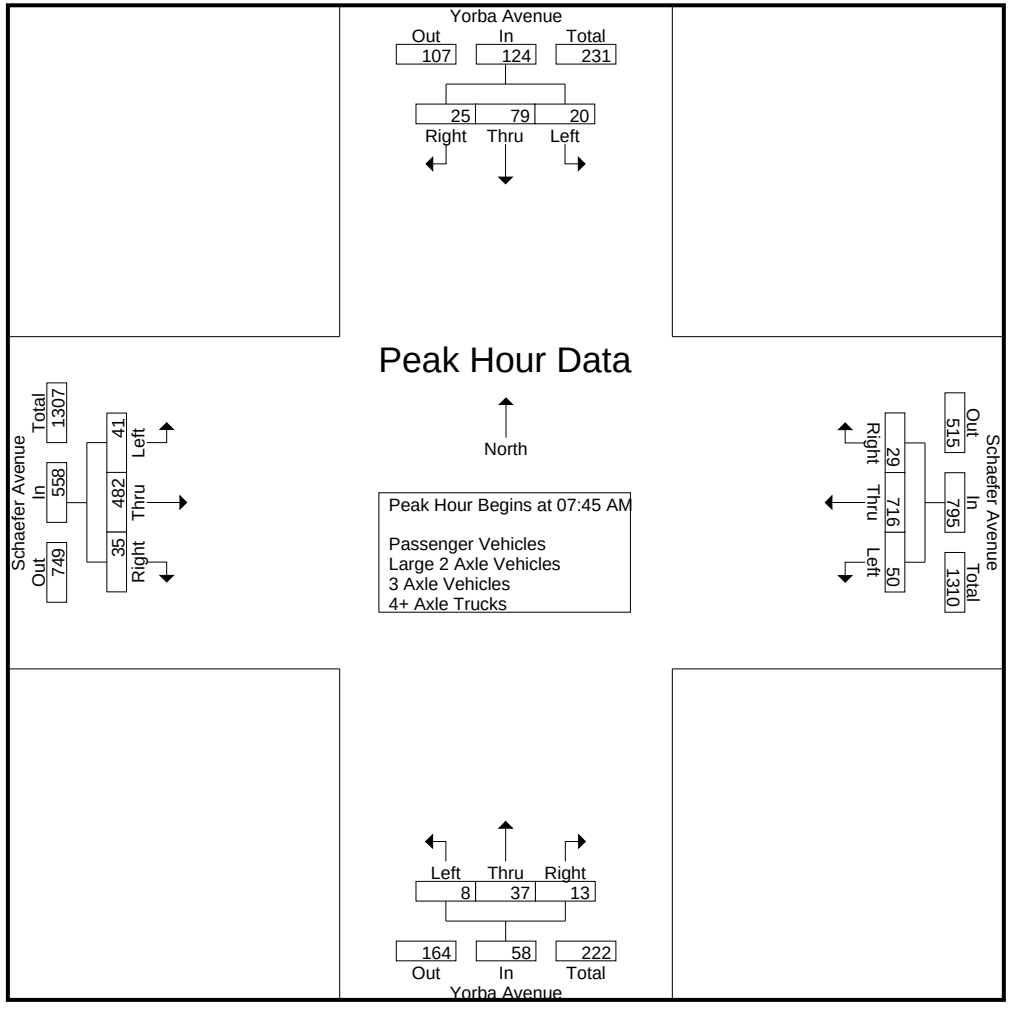
File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**28**	6	**38**	14	**195**	7	**216**	1	**10**	4	15	7	115	**13**	135	**404**
08:00 AM	5	22	6	33	**17**	187	**9**	213	2	10	2	14	8	121	7	136	396
08:15 AM	**7**	12	5	24	11	182	5	198	**4**	9	**6**	**19**	**13**	**136**	9	**158**	399
08:30 AM	4	17	**8**	29	8	152	8	168	1	8	1	10	13	110	6	129	336
Total Volume	20	79	25	124	50	716	29	795	8	37	13	58	41	482	35	558	1535
% App. Total	16.1	63.7	20.2		6.3	90.1	3.6		13.8	63.8	22.4		7.3	86.4	6.3		
PHF	.714	.705	.781	.816	.735	.918	.806	.920	.500	.925	.542	.763	.788	.886	.673	.883	.950

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City of Chino
N/S: Yorba Avenue
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File Name : 09_CHN_Yor_Sch AM
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:45 AM				08:00 AM				07:45 AM				
+0 mins.	5	**28**	4	37	14	**195**	7	**216**	2	**10**	2	14	7	115	**13**	135	
+15 mins.	6	15	4	25	**17**	187	**9**	213	**4**	9	**6**	**19**	8	121	7	136	
+30 mins.	**10**	18	**6**	34	11	182	5	198	1	8	1	10	**13**	**136**	9	**158**	
+45 mins.	4	28	6	**38**	8	152	8	168	2	8	6	16	13	110	6	129	
Total Volume	25	89	20	134	50	716	29	795	9	35	15	59	41	482	35	558	
% App. Total	18.7	66.4	14.9		6.3	90.1	3.6		15.3	59.3	25.4		7.3	86.4	6.3		
PHF	.625	.795	.833	.882	.735	.918	.806	.920	.563	.875	.625	.776	.788	.886	.673	.883	

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City of Chino
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Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Passenger Vehicles

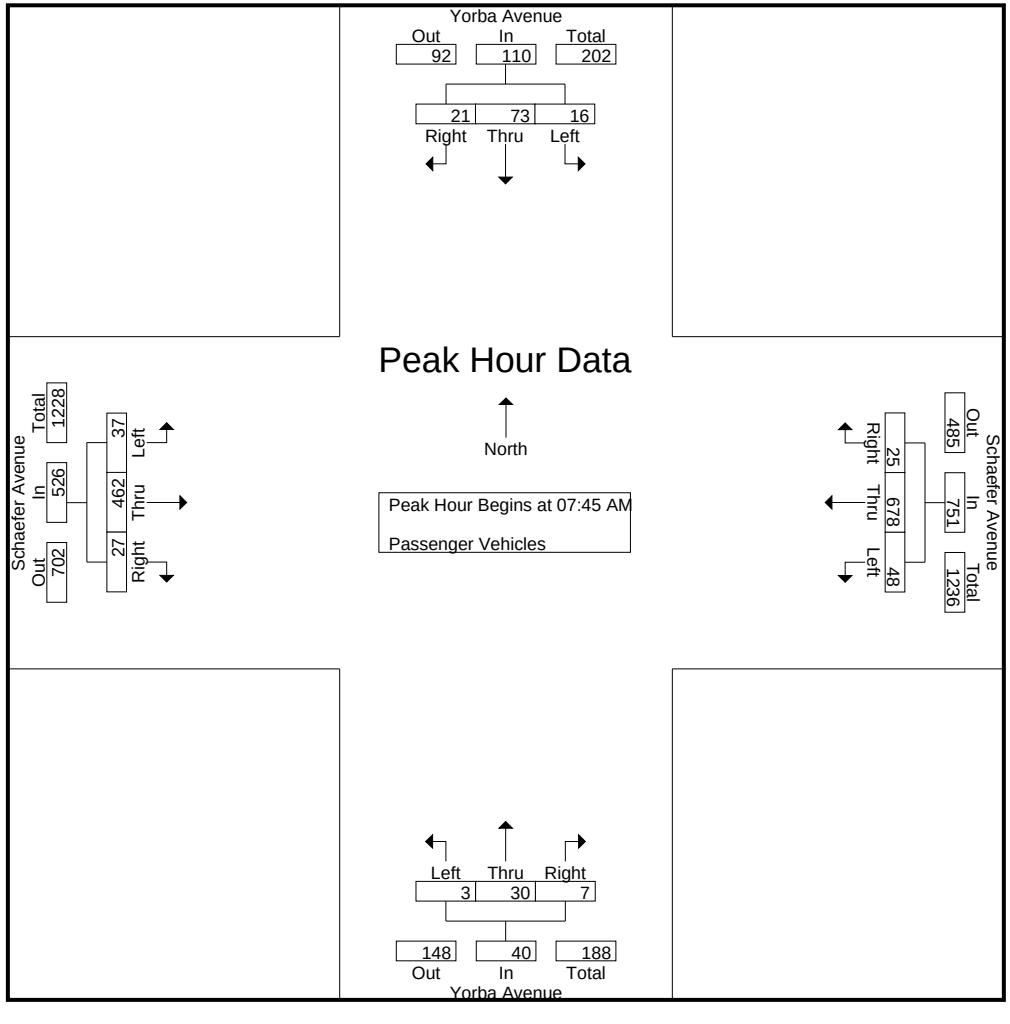
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	2	11	3	3	16	8	50	7	1	65	0	9	0	0	9	3	44	4	1	51	5	141	146
06:15 AM	3	10	1	0	14	11	80	1	1	92	2	4	0	0	6	3	41	11	1	55	2	167	169
06:30 AM	3	23	5	2	31	21	85	3	1	109	1	2	0	0	3	1	39	6	1	46	4	189	193
06:45 AM	5	26	2	0	33	18	86	1	1	105	3	3	4	3	10	0	53	15	0	68	4	216	220
Total	13	70	11	5	94	58	301	12	4	371	6	18	4	3	28	7	177	36	3	220	15	713	728
07:00 AM	3	26	3	1	32	10	92	1	0	103	4	8	2	0	14	2	57	3	1	62	2	211	213
07:15 AM	3	13	2	0	18	9	126	8	1	143	2	6	3	1	11	4	48	5	0	57	2	229	231
07:30 AM	9	16	4	2	29	9	141	4	0	154	1	4	0	0	5	4	60	4	1	68	3	256	259
07:45 AM	3	25	6	1	34	14	187	7	0	208	0	8	3	3	11	7	111	11	0	129	4	382	386
Total	18	80	15	4	113	42	546	20	1	608	7	26	8	4	41	17	276	23	2	316	11	1078	1089
08:00 AM	5	20	5	2	30	16	180	7	1	203	1	9	1	1	11	8	113	6	2	127	6	371	377
08:15 AM	4	11	3	1	18	11	172	4	0	187	2	5	2	2	9	11	132	5	1	148	4	362	366
08:30 AM	4	17	7	3	28	7	139	7	0	153	0	8	1	1	9	11	106	5	1	122	5	312	317
08:45 AM	7	7	8	6	22	1	134	3	0	138	2	7	6	4	15	7	93	12	3	112	13	287	300
Total	20	55	23	12	98	35	625	21	1	681	5	29	10	8	44	37	444	28	7	509	28	1332	1360
Grand Total	51	205	49	21	305	135	1472	53	6	1660	18	73	22	15	113	61	897	87	12	1045	54	3123	3177
Apprch %	16.7	67.2	16.1			8.1	88.7	3.2			15.9	64.6	19.5			5.8	85.8	8.3					
Total %	1.6	6.6	1.6		9.8	4.3	47.1	1.7		53.2	0.6	2.3	0.7		3.6	2	28.7	2.8		33.5	1.7	98.3	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	**25**	6	**34**	14	**187**	**7**	**208**	0	8	**3**	**11**	7	111	**11**	129	**382**
08:00 AM	**5**	20	5	30	**16**	180	7	203	1	**9**	1	11	8	113	6	127	371
08:15 AM	4	11	3	18	11	172	4	187	**2**	5	2	9	**11**	**132**	5	**148**	362
08:30 AM	4	17	**7**	28	7	139	7	153	0	8	1	9	11	106	5	122	312
Total Volume	16	73	21	110	48	678	25	751	3	30	7	40	37	462	27	526	1427
% App. Total	14.5	66.4	19.1		6.4	90.3	3.3		7.5	75	17.5		7	87.8	5.1		
PHF	.800	.730	.750	.809	.750	.906	.893	.903	.375	.833	.583	.909	.841	.875	.614	.889	.934

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
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File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	3	**25**	6	**34**	14	**187**	**7**	**208**	0	8	**3**	**11**	7	111	**11**	129	
+15 mins.	**5**	20	5	30	**16**	180	7	203	1	**9**	1	11	8	113	6	127	
+30 mins.	4	11	3	18	11	172	4	187	**2**	5	2	9	**11**	**132**	5	**148**	
+45 mins.	4	17	**7**	28	7	139	7	153	0	8	1	9	11	106	5	122	
Total Volume	16	73	21	110	48	678	25	751	3	30	7	40	37	462	27	526	
% App. Total	14.5	66.4	19.1		6.4	90.3	3.3		7.5	75	17.5		7	87.8	5.1		
PHF	.800	.730	.750	.809	.750	.906	.893	.903	.375	.833	.583	.909	.841	.875	.614	.889	

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

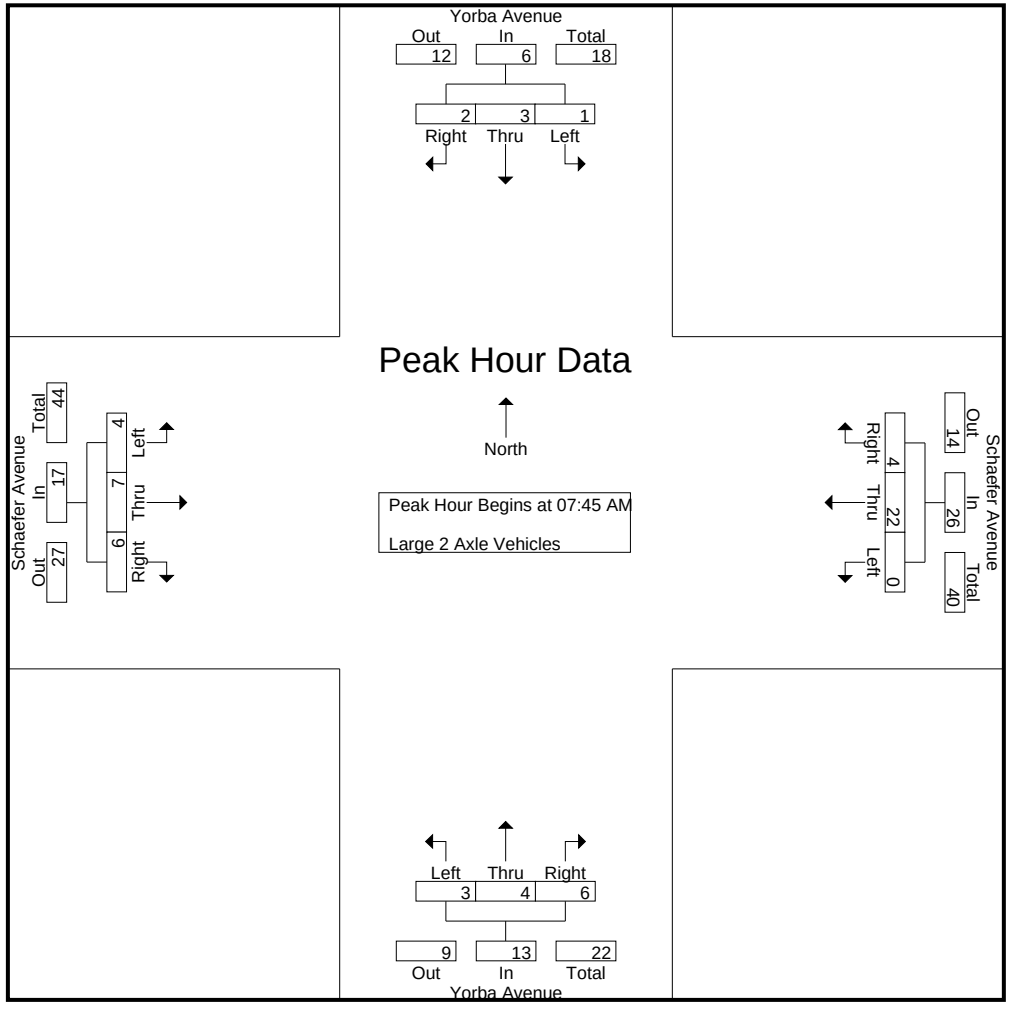
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	1	0	1	1	2	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	1	8	9
06:15 AM	1	1	0	0	2	0	7	0	0	7	0	0	0	0	0	0	2	2	0	4	0	13	13
06:30 AM	0	1	1	1	2	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	1	8	9
06:45 AM	2	0	2	2	4	1	4	0	0	5	1	2	0	0	3	0	2	0	0	2	2	14	16
Total	4	2	4	4	10	1	17	2	0	20	2	2	0	0	4	0	7	2	0	9	4	43	47
07:00 AM	2	2	0	0	4	0	9	1	0	10	0	0	0	0	0	0	2	1	0	3	0	17	17
07:15 AM	2	0	2	0	4	1	9	1	0	11	0	1	0	0	1	0	0	0	0	0	0	16	16
07:30 AM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	2	1	0	3	0	9	9
07:45 AM	1	1	0	0	2	0	3	0	0	3	1	1	1	1	3	0	2	2	0	4	1	12	13
Total	5	3	2	0	10	1	25	3	0	29	2	2	1	1	5	0	6	4	0	10	1	54	55
08:00 AM	0	2	0	0	2	0	4	2	1	6	1	0	1	0	2	0	2	1	0	3	1	13	14
08:15 AM	0	0	2	2	2	0	7	1	0	8	1	3	4	1	8	2	2	2	0	6	3	24	27
08:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	2	1	1	0	4	0	13	13
08:45 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	6	6
Total	1	2	3	2	6	0	20	4	1	24	2	3	5	1	10	4	8	4	0	16	4	56	60
Grand Total	10	7	9	6	26	2	62	9	1	73	6	7	6	2	19	4	21	10	0	35	9	153	162
Apprch %	38.5	26.9	34.6			2.7	84.9	12.3			31.6	36.8	31.6			11.4	60	28.6					
Total %	6.5	4.6	5.9		17	1.3	40.5	5.9		47.7	3.9	4.6	3.9		12.4	2.6	13.7	6.5		22.9	5.6	94.4	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	1	0	**2**	0	3	0	3	**1**	1	1	3	0	**2**	**2**	4	12
08:00 AM	0	**2**	0	2	0	4	**2**	6	1	0	1	2	0	2	1	3	13
08:15 AM	0	0	**2**	2	0	7	1	8	1	**3**	**4**	**8**	**2**	2	2	**6**	**24**
08:30 AM	0	0	0	0	0	**8**	1	**9**	0	0	0	0	2	1	1	4	13
Total Volume	1	3	2	6	0	22	4	26	3	4	6	13	4	7	6	17	62
% App. Total	16.7	50	33.3		0	84.6	15.4		23.1	30.8	46.2		23.5	41.2	35.3		
PHF	.250	.375	.250	.750	.000	.688	.500	.722	.750	.333	.375	.406	.500	.875	.750	.708	.646

Counts Unlimited, Inc.
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**1**	1	0	**2**	0	3	0	3	**1**	1	1	3	0	**2**	**2**	4	
+15 mins.	0	**2**	0	2	0	4	**2**	6	1	0	1	2	0	2	1	3	
+30 mins.	0	0	**2**	2	0	7	1	8	1	**3**	**4**	**8**	**2**	2	2	**6**	
+45 mins.	0	0	0	0	0	**8**	1	**9**	0	0	0	0	2	1	1	4	
Total Volume	1	3	2	6	0	22	4	26	3	4	6	13	4	7	6	17	
% App. Total	16.7	50	33.3		0	84.6	15.4		23.1	30.8	46.2		23.5	41.2	35.3		
PHF	.250	.375	.250	.750	.000	.688	.500	.722	.750	.333	.375	.406	.500	.875	.750	.708	

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

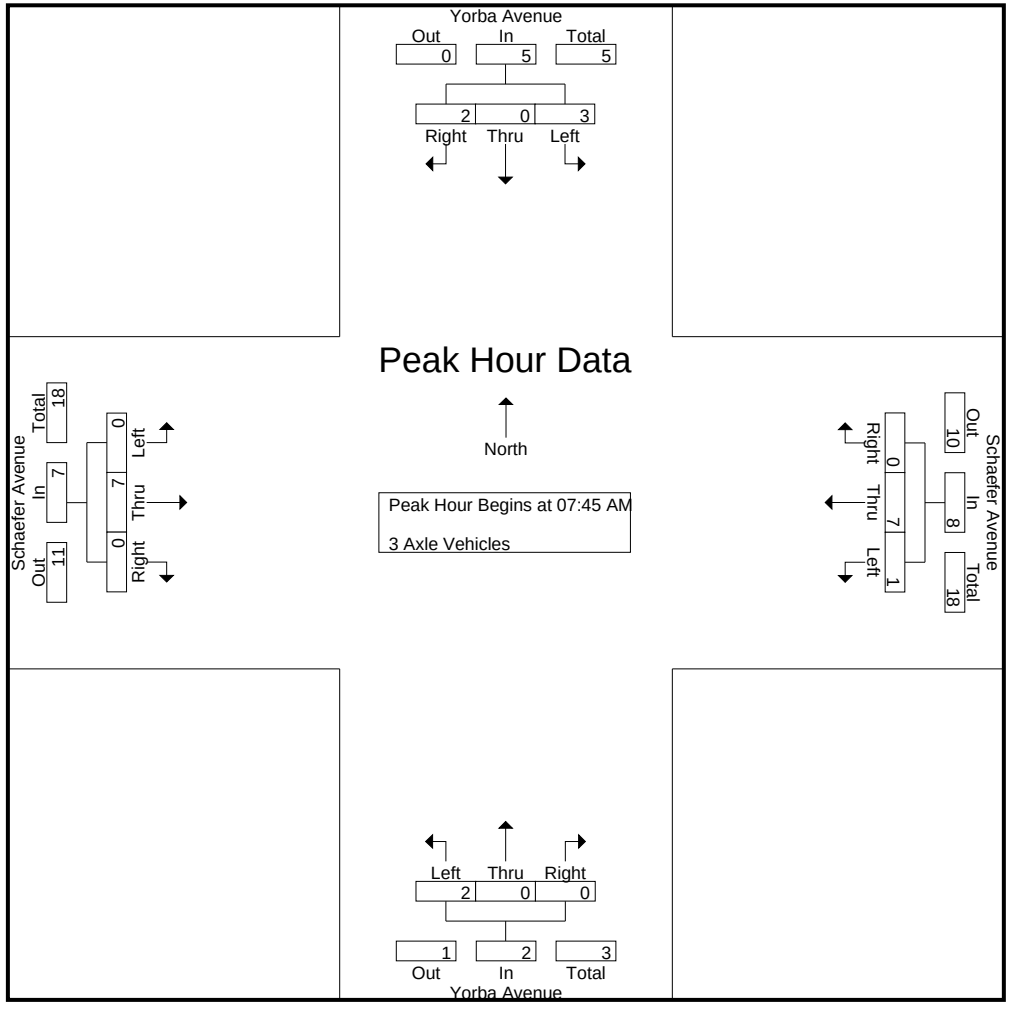
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
06:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
06:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	0	7	7
Total	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	4	2	0	0	6	0	13	13
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	4	4
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	3
07:30 AM	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	0	2	1	0	3	0	7	0	0	7	0	1	0	0	1	1	4	0	0	5	0	16	16
08:00 AM	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	4	5
08:15 AM	3	0	0	0	3	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	8	8
08:30 AM	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	6	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	3	3
Total	3	0	2	1	5	1	6	0	0	7	2	0	0	0	2	0	6	1	0	7	1	21	22
Grand Total	3	2	4	1	9	1	18	1	0	20	2	1	0	0	3	5	12	1	0	18	1	50	51
Apprch %	33.3	22.2	44.4			5	90	5			66.7	33.3	0			27.8	66.7	5.6					
Total %	6	4	8		18	2	36	2		40	4	2	0		6	10	24	2		36	2	98	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
08:00 AM	0	0	**1**	1	**1**	0	0	1	0	0	0	0	0	2	0	2	4
08:15 AM	**3**	0	0	**3**	0	2	0	2	**1**	0	0	**1**	0	2	0	2	**8**
08:30 AM	0	0	1	1	0	**3**	0	**3**	1	0	0	1	0	1	0	1	6
Total Volume	3	0	2	5	1	7	0	8	2	0	0	2	0	7	0	7	22
% App. Total	60	0	40		12.5	87.5	0		100	0	0		0	100	0		
PHF	.250	.000	.500	.417	.250	.583	.000	.667	.500	.000	.000	.500	.000	.875	.000	.875	.688

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
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Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	
+15 mins.	0	0	**1**	1	**1**	0	0	1	0	0	0	0	0	2	0	2	
+30 mins.	**3**	0	0	**3**	0	2	0	2	**1**	0	0	**1**	0	2	0	2	
+45 mins.	0	0	1	1	0	**3**	0	**3**	1	0	0	1	0	1	0	1	
Total Volume	3	0	2	5	1	7	0	8	2	0	0	2	0	7	0	7	
% App. Total	60	0	40		12.5	87.5	0		100	0	0		0	100	0		
PHF	.250	.000	.500	.417	.250	.583	.000	.667	.500	.000	.000	.500	.000	.875	.000	.875	

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City of Chino
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File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

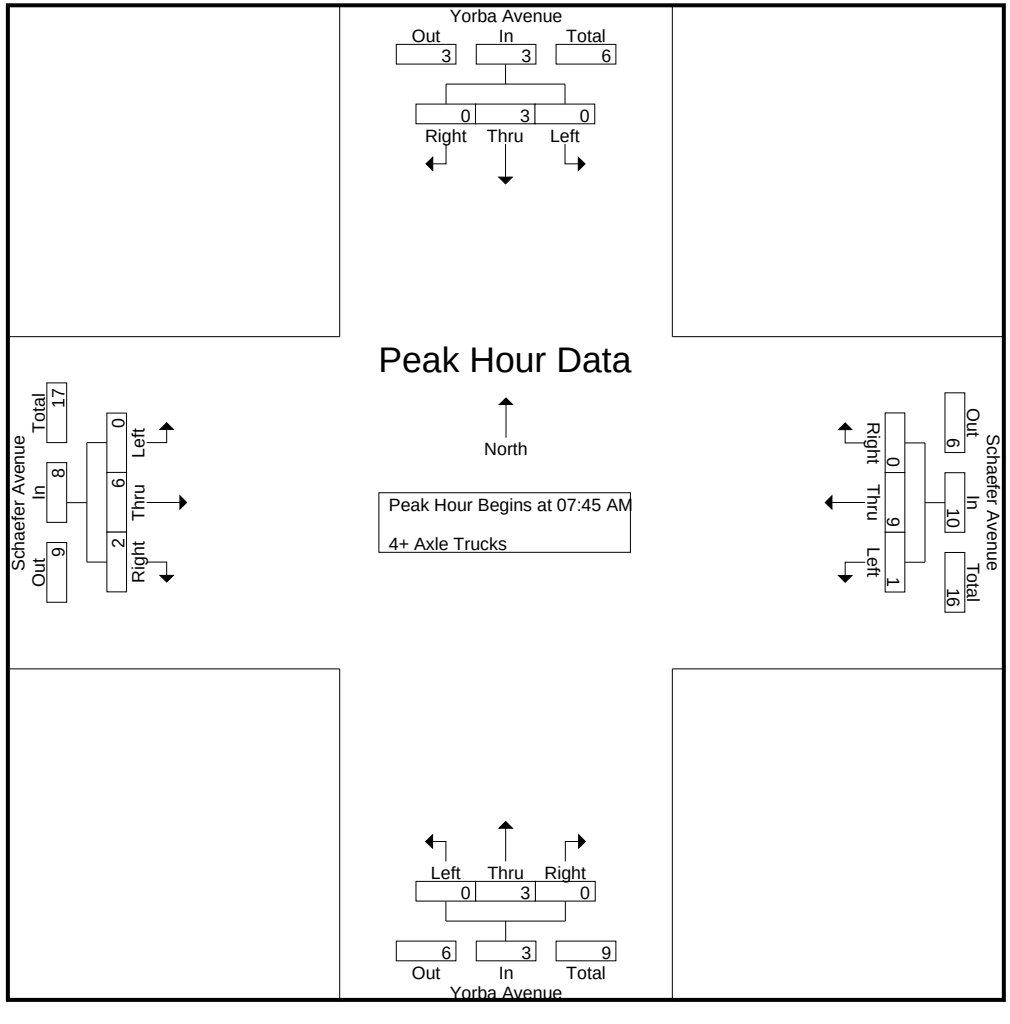
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	0	1	0	0	1	0	8	8
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
06:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
06:45 AM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	1	1	0	2	0	6	6
Total	0	2	0	0	2	1	8	0	0	9	2	2	0	0	4	0	3	1	0	4	0	19	19
07:00 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
07:15 AM	1	2	0	0	3	2	0	1	0	3	1	0	0	0	1	0	1	0	0	1	0	8	8
07:30 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	6	6
07:45 AM	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	6	6
Total	2	4	2	0	8	2	8	1	0	11	1	2	0	0	3	0	2	0	0	2	0	24	24
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	0	8	8
08:15 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	5	5
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
08:45 AM	0	1	0	0	1	0	4	1	0	5	0	1	0	0	1	0	2	0	0	2	0	9	9
Total	0	2	0	0	2	1	10	1	0	12	0	3	0	0	3	0	8	2	0	10	0	27	27
Grand Total	2	8	2	0	12	4	26	2	0	32	3	7	0	0	10	0	13	3	0	16	0	70	70
Apprch %	16.7	66.7	16.7			12.5	81.2	6.2			30	70	0			0	81.2	18.8					
Total %	2.9	11.4	2.9		17.1	5.7	37.1	2.9		45.7	4.3	10	0		14.3	0	18.6	4.3		22.9	0	100	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	0	**2**	0	**3**	0	**3**	0	**1**	0	**1**	0	0	0	0	6
08:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	**4**	0	**4**	**8**
08:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	**2**	2	5
08:30 AM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	3	0	3	1	9	0	10	0	3	0	3	0	6	2	8	24
% App. Total	0	100	0		10	90	0		0	100	0		0	75	25		
PHF	.000	.375	.000	.375	.250	.750	.000	.833	.000	.750	.000	.750	.000	.375	.250	.500	.750

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
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Weather: Clear

File Name : 09_CHN_Yor_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	**2**	0	**2**	0	**3**	0	**3**	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	**4**	0	**4**	
+30 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	0	**2**	2	
+45 mins.	0	0	0	0	**1**	2	0	3	0	0	0	0	0	2	0	2	
Total Volume	0	3	0	3	1	9	0	10	0	3	0	3	0	6	2	8	
% App. Total	0	100	0		10	90	0		0	100	0		0	75	25		
PHF	.000	.375	.000	.375	.250	.750	.000	.833	.000	.750	.000	.750	.000	.375	.250	.500	

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City of Chino
N/S: Yorba Avenue
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File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	10	14	3	0	27	4	139	18	2	161	8	36	15	6	59	8	222	5	0	235	8	482	490
04:15 PM	4	18	10	5	32	0	129	4	1	133	8	22	20	10	50	5	173	6	0	184	16	399	415
04:30 PM	5	11	7	2	23	6	182	10	4	198	10	42	26	13	78	8	189	3	0	200	19	499	518
04:45 PM	7	27	12	5	46	8	145	7	1	160	5	19	15	4	39	9	200	4	0	213	10	458	468
Total	26	70	32	12	128	18	595	39	8	652	31	119	76	33	226	30	784	18	0	832	53	1838	1891
05:00 PM	13	25	15	3	53	3	184	11	3	198	22	43	20	10	85	9	166	4	1	179	17	515	532
05:15 PM	9	11	3	2	23	3	148	7	1	158	4	22	7	5	33	7	188	3	0	198	8	412	420
05:30 PM	5	15	3	3	23	4	152	8	3	164	7	28	5	3	40	8	197	2	1	207	10	434	444
05:45 PM	4	20	5	1	29	0	113	5	0	118	9	22	6	5	37	8	182	5	1	195	7	379	386
Total	31	71	26	9	128	10	597	31	7	638	42	115	38	23	195	32	733	14	3	779	42	1740	1782
06:00 PM	2	10	6	4	18	3	125	7	1	135	6	19	9	6	34	10	164	3	0	177	11	364	375
06:15 PM	6	16	4	1	26	1	118	4	0	123	9	15	6	2	30	4	154	0	0	158	3	337	340
06:30 PM	2	12	5	2	19	2	102	4	0	108	1	20	2	0	23	3	122	3	0	128	2	278	280
06:45 PM	0	12	1	0	13	2	93	2	0	97	3	19	5	3	27	5	122	3	0	130	3	267	270
Total	10	50	16	7	76	8	438	17	1	463	19	73	22	11	114	22	562	9	0	593	19	1246	1265
Grand Total	67	191	74	28	332	36	1630	87	16	1753	92	307	136	67	535	84	2079	41	3	2204	114	4824	4938
Apprch %	20.2	57.5	22.3			2.1	93	5			17.2	57.4	25.4			3.8	94.3	1.9					
Total %	1.4	4	1.5		6.9	0.7	33.8	1.8		36.3	1.9	6.4	2.8		11.1	1.7	43.1	0.8		45.7	2.3	97.7	
Passenger Vehicles	60	186	70		342	30	1589	83		1717	82	303	131		583	81	1989	36		2108	0	0	4750
% Passenger Vehicles	89.6	97.4	94.6	92.9	95	83.3	97.5	95.4	93.8	97.1	89.1	98.7	96.3	100	96.8	96.4	95.7	87.8	66.7	95.5	0	0	96.2
Large 2 Axle Vehicles	4	1	3		9	1	13	3		18	6	1	0		7	0	27	4		32	0	0	66
% Large 2 Axle Vehicles	6	0.5	4.1	3.6	2.5	2.8	0.8	3.4	6.2	1	6.5	0.3	0	0	1.2	0	1.3	9.8	33.3	1.4	0	0	1.3
3 Axle Vehicles	2	0	0		2	3	11	0		14	0	0	1		1	1	39	1		41	0	0	58
% 3 Axle Vehicles	3	0	0	0	0.6	8.3	0.7	0	0	0.8	0	0	0.7	0	0.2	1.2	1.9	2.4	0	1.9	0	0	1.2
4+ Axle Trucks	1	4	1		7	2	17	1		20	4	3	4		11	2	24	0		26	0	0	64
% 4+ Axle Trucks	1.5	2.1	1.4	3.6	1.9	5.6	1	1.1	0	1.1	4.3	1	2.9	0	1.8	2.4	1.2	0	0	1.2	0	0	1.3

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E/W: Schaefer Avenue
Weather: Clear

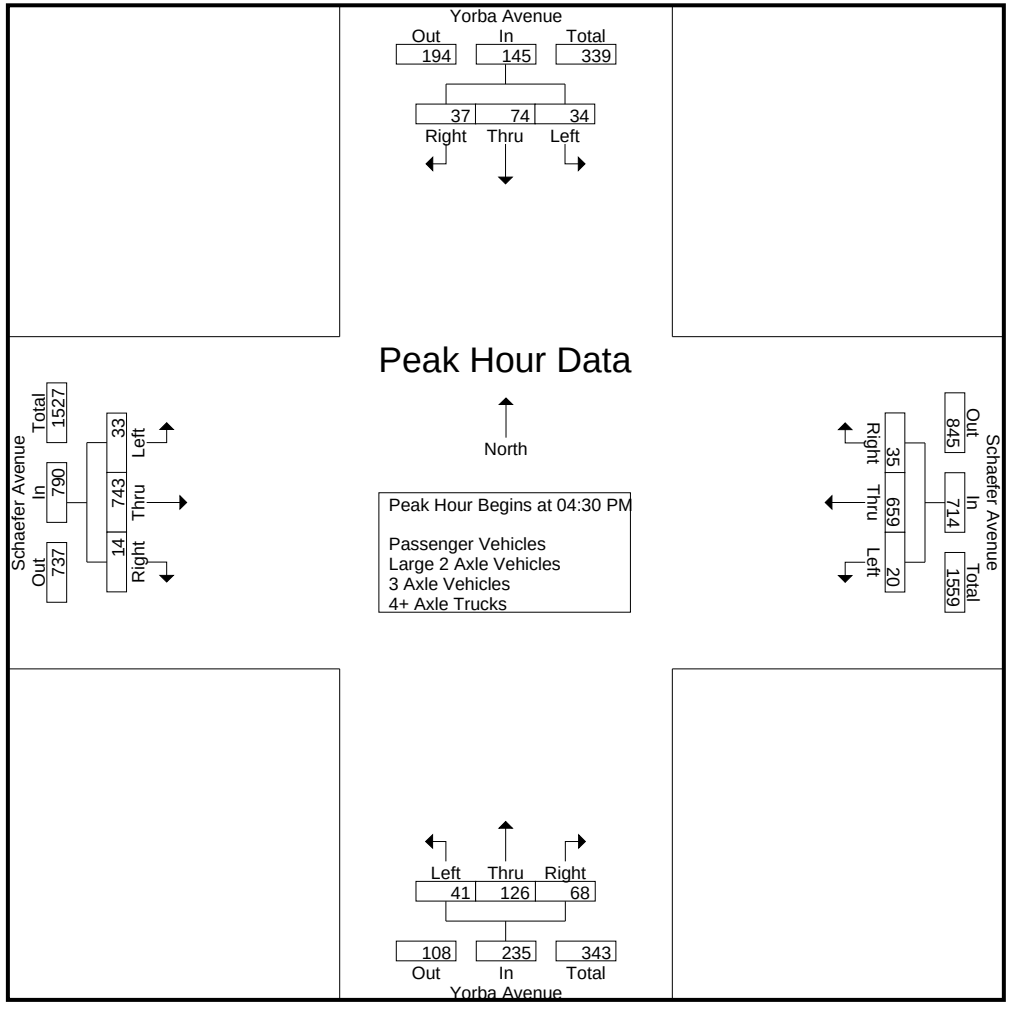
File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	11	7	23	6	182	10	**198**	10	42	**26**	78	8	189	3	200	499
04:45 PM	7	**27**	12	46	**8**	145	7	160	5	19	15	39	**9**	**200**	**4**	**213**	458
05:00 PM	**13**	25	**15**	**53**	3	**184**	**11**	198	**22**	**43**	20	**85**	9	166	4	179	**515**
05:15 PM	9	11	3	23	3	148	7	158	4	22	7	33	7	188	3	198	412
Total Volume	34	74	37	145	20	659	35	714	41	126	68	235	33	743	14	790	1884
% App. Total	23.4	51	25.5		2.8	92.3	4.9		17.4	53.6	28.9		4.2	94.1	1.8		
PHF	.654	.685	.617	.684	.625	.895	.795	.902	.466	.733	.654	.691	.917	.929	.875	.927	.915

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

City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 4

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:30 PM				04:15 PM				04:00 PM				
+0 mins.	4	18	10	32	6	182	10	**198**	8	22	20	50	8	**222**	5	**235**	
+15 mins.	5	11	7	23	**8**	145	7	160	10	42	**26**	78	5	173	**6**	184	
+30 mins.	7	**27**	12	46	3	**184**	**11**	198	5	19	15	39	8	189	3	200	
+45 mins.	**13**	25	**15**	**53**	3	148	7	158	**22**	**43**	20	**85**	**9**	200	4	213	
Total Volume	29	81	44	154	20	659	35	714	45	126	81	252	30	784	18	832	
% App. Total	18.8	52.6	28.6		2.8	92.3	4.9		17.9	50	32.1		3.6	94.2	2.2		
PHF	.558	.750	.733	.726	.625	.895	.795	.902	.511	.733	.779	.741	.833	.883	.750	.885	

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City of Chino
N/S: Yorba Avenue
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File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- Passenger Vehicles

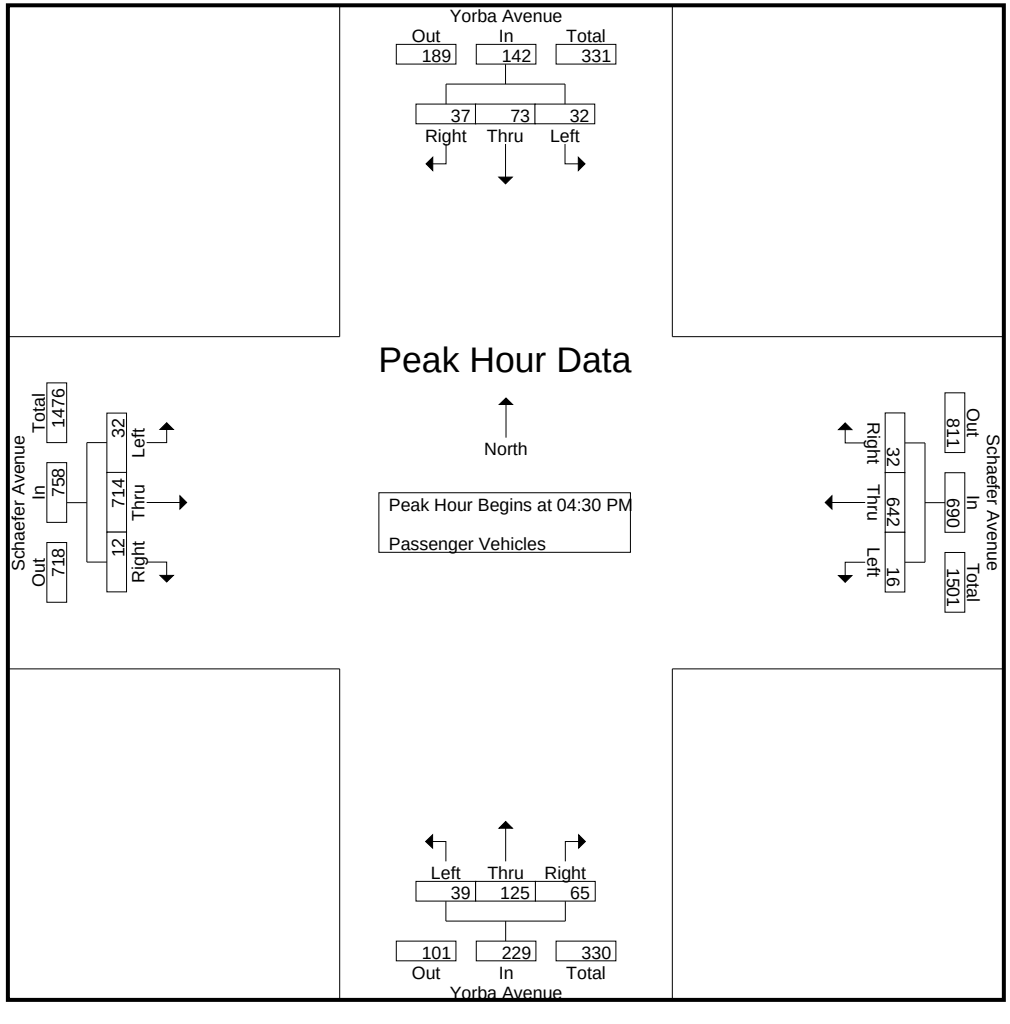
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	8	14	3	0	25	3	133	17	2	153	6	36	15	6	57	6	213	5	0	224	8	459	467
04:15 PM	3	18	8	4	29	0	119	4	1	123	7	22	20	10	49	5	154	4	0	163	15	364	379
04:30 PM	5	11	7	2	23	5	177	9	4	191	10	42	25	13	77	8	183	3	0	194	19	485	504
04:45 PM	6	27	12	5	45	7	139	5	0	151	5	19	14	4	38	8	189	3	0	200	9	434	443
Total	22	70	30	11	122	15	568	35	7	618	28	119	74	33	221	27	739	15	0	781	51	1742	1793
05:00 PM	12	24	15	3	51	1	181	11	3	193	20	42	19	10	81	9	160	3	0	172	16	497	513
05:15 PM	9	11	3	2	23	3	145	7	1	155	4	22	7	5	33	7	182	3	0	192	8	403	411
05:30 PM	4	14	3	3	21	3	151	8	3	162	6	28	5	3	39	8	194	2	1	204	10	426	436
05:45 PM	4	19	5	1	28	0	112	5	0	117	9	22	6	5	37	8	170	4	1	182	7	364	371
Total	29	68	26	9	123	7	589	31	7	627	39	114	37	23	190	32	706	12	2	750	41	1690	1731
06:00 PM	2	10	5	3	17	3	123	7	1	133	5	17	9	6	31	10	160	3	0	173	10	354	364
06:15 PM	5	14	3	1	22	1	117	4	0	122	6	15	5	2	26	4	146	0	0	150	3	320	323
06:30 PM	2	12	5	2	19	2	101	4	0	107	1	19	1	0	21	3	116	3	0	122	2	269	271
06:45 PM	0	12	1	0	13	2	91	2	0	95	3	19	5	3	27	5	122	3	0	130	3	265	268
Total	9	48	14	6	71	8	432	17	1	457	15	70	20	11	105	22	544	9	0	575	18	1208	1226
Grand Total	60	186	70	26	316	30	1589	83	15	1702	82	303	131	67	516	81	1989	36	2	2106	110	4640	4750
Apprch %	19	58.9	22.2			1.8	93.4	4.9			15.9	58.7	25.4			3.8	94.4	1.7					
Total %	1.3	4	1.5		6.8	0.6	34.2	1.8		36.7	1.8	6.5	2.8		11.1	1.7	42.9	0.8		45.4	2.3	97.7	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	11	7	23	5	177	9	191	10	**42**	**25**	77	8	183	**3**	194	485
04:45 PM	6	**27**	12	45	**7**	139	5	151	5	19	14	38	8	**189**	3	**200**	434
05:00 PM	**12**	24	**15**	**51**	1	**181**	**11**	**193**	**20**	42	19	**81**	**9**	160	3	172	**497**
05:15 PM	9	11	3	23	3	145	7	155	4	22	7	33	7	182	3	192	403
Total Volume	32	73	37	142	16	642	32	690	39	125	65	229	32	714	12	758	1819
% App. Total	22.5	51.4	26.1		2.3	93	4.6		17	54.6	28.4		4.2	94.2	1.6		
PHF	.667	.676	.617	.696	.571	.887	.727	.894	.488	.744	.650	.707	.889	.944	1.00	.948	.915

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	5	11	7	23	5	177	9	191	10	**42**	**25**	77	8	183	**3**	194	
+15 mins.	6	**27**	12	45	**7**	139	5	151	5	19	14	38	8	**189**	3	**200**	
+30 mins.	**12**	24	**15**	**51**	1	**181**	**11**	**193**	**20**	42	19	**81**	**9**	160	3	172	
+45 mins.	9	11	3	23	3	145	7	155	4	22	7	33	7	182	3	192	
Total Volume	32	73	37	142	16	642	32	690	39	125	65	229	32	714	12	758	
% App. Total	22.5	51.4	26.1		2.3	93	4.6		17	54.6	28.4		4.2	94.2	1.6		
PHF	.667	.676	.617	.696	.571	.887	.727	.894	.488	.744	.650	.707	.889	.944	1.000	.948	

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

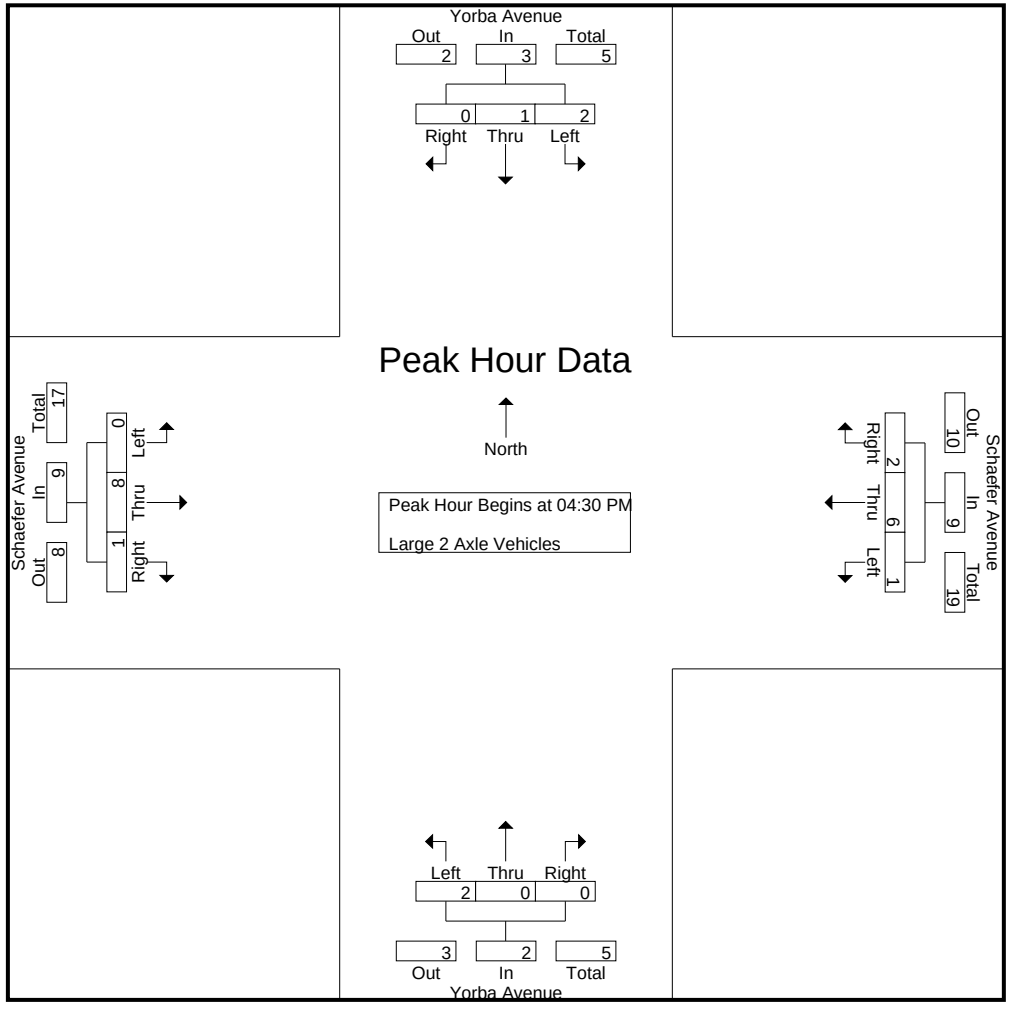
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	8	8
04:15 PM	0	0	1	0	1	0	4	0	0	4	1	0	0	0	1	0	8	2	0	10	0	16	16
04:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
04:45 PM	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	3	0	0	3	1	5	6
Total	2	0	1	0	3	0	8	3	1	11	2	0	0	0	2	0	18	2	0	20	1	36	37
05:00 PM	1	1	0	0	2	1	1	0	0	2	2	0	0	0	2	0	0	1	1	1	1	7	8
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	3
Total	1	1	0	0	2	1	4	0	0	5	2	0	0	0	2	0	4	2	1	6	1	15	16
06:00 PM	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	3	4
06:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	5	5
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	4	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	2	1	3	0	1	0	0	1	2	1	0	0	3	0	5	0	0	5	1	12	13
Grand Total	4	1	3	1	8	1	13	3	1	17	6	1	0	0	7	0	27	4	1	31	3	63	66
Apprch %	50	12.5	37.5			5.9	76.5	17.6			85.7	14.3	0			0	87.1	12.9					
Total %	6.3	1.6	4.8		12.7	1.6	20.6	4.8		27	9.5	1.6	0		11.1	0	42.9	6.3		49.2	4.5	95.5	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	**1**	**3**	0	0	0	0	0	**4**	0	**4**	**7**
04:45 PM	**1**	0	0	1	0	0	1	1	0	0	0	0	0	3	0	3	5
05:00 PM	1	**1**	0	**2**	**1**	1	0	2	**2**	0	0	**2**	0	0	**1**	1	7
05:15 PM	0	0	0	0	0	**3**	0	3	0	0	0	0	0	1	0	1	4
Total Volume	2	1	0	3	1	6	2	9	2	0	0	2	0	8	1	9	23
% App. Total	66.7	33.3	0		11.1	66.7	22.2		100	0	0		0	88.9	11.1		
PHF	.500	.250	.000	.375	.250	.500	.500	.750	.250	.000	.000	.250	.000	.500	.250	.563	.821

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
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File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	2	**1**	**3**	0	0	0	0	0	**4**	0	**4**	
+15 mins.	**1**	0	0	1	0	0	1	1	0	0	0	0	0	3	0	3	
+30 mins.	1	**1**	0	**2**	**1**	1	0	2	**2**	0	0	**2**	0	0	**1**	1	
+45 mins.	0	0	0	0	0	**3**	0	3	0	0	0	0	0	1	0	1	
Total Volume	2	1	0	3	1	6	2	9	2	0	0	2	0	8	1	9	
% App. Total	66.7	33.3	0		11.1	66.7	22.2		100	0	0		0	88.9	11.1		
PHF	.500	.250	.000	.375	.250	.500	.500	.750	.250	.000	.000	.250	.000	.500	.250	.563	

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City of Chino
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File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

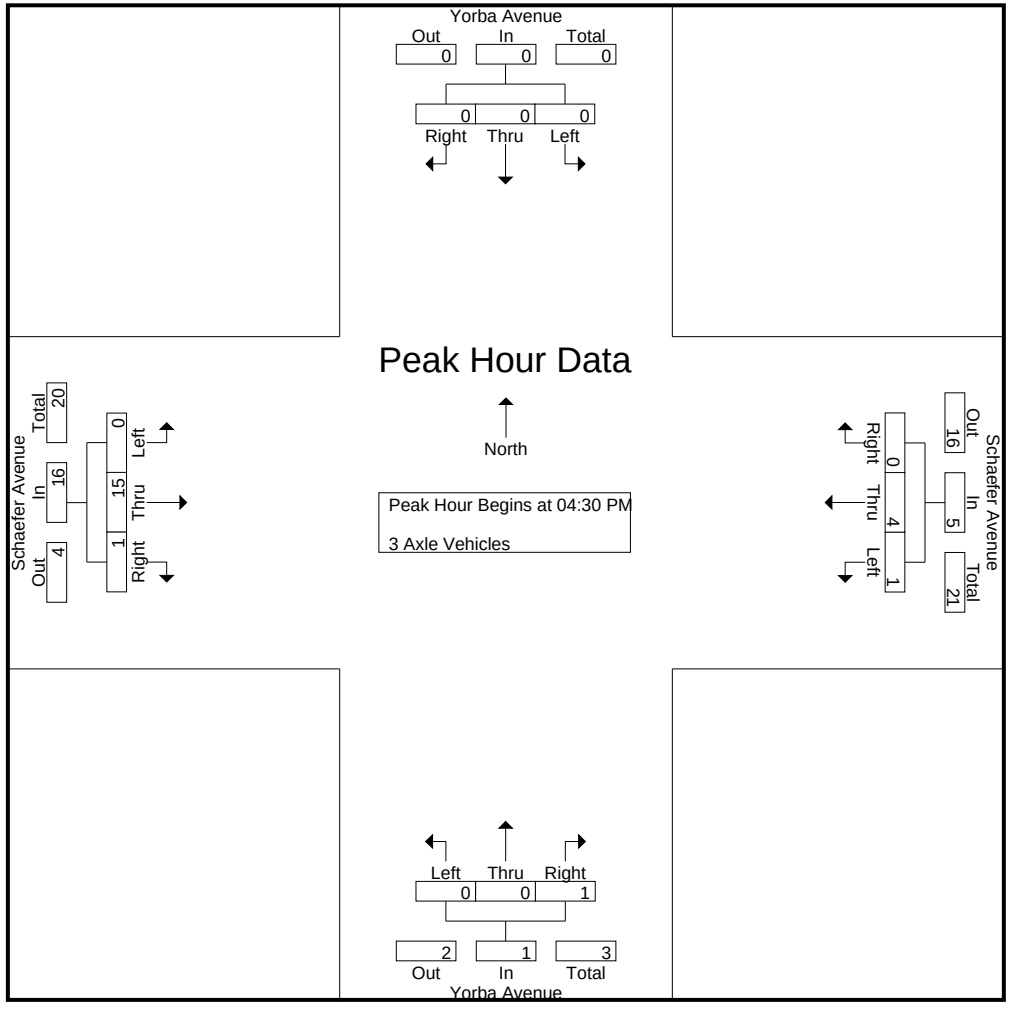
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	1	3	0	0	4	0	8	8
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7	1	0	8	0	12	12
Total	1	0	0	0	1	2	8	0	0	10	0	0	0	0	0	1	15	1	0	17	0	28	28
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
05:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8	8
Total	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	15	0	0	15	0	18	18
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:45 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	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	12	12
Grand Total	2	0	0	0	2	3	11	0	0	14	0	0	1	0	1	1	39	1	0	41	0	58	58
Apprch %	100	0	0			21.4	78.6	0			0	0	100			2.4	95.1	2.4					
Total %	3.4	0	0		3.4	5.2	19	0		24.1	0	0	1.7		1.7	1.7	67.2	1.7		70.7	0	100	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**7**	**1**	**8**	**12**
05:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	3	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	1	4	0	5	0	0	1	1	0	15	1	16	22
% App. Total	0	0	0		20	80	0		0	0	100		0	93.8	6.2		
PHF	.000	.000	.000	.000	.250	.333	.000	.313	.000	.000	.250	.250	.000	.536	.250	.500	.458

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City of Chino
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Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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

City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	**7**	**1**	**8**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	3	0	3	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Total Volume	0	0	0	0	1	4	0	5	0	0	1	1	0	15	1	16	
% App. Total	0	0	0		20	80	0		0	0	100		0	93.8	6.2		
PHF	.000	.000	.000	.000	.250	.333	.000	.313	.000	.000	.250	.250	.000	.536	.250	.500	

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City of Chino
N/S: Yorba Avenue
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File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

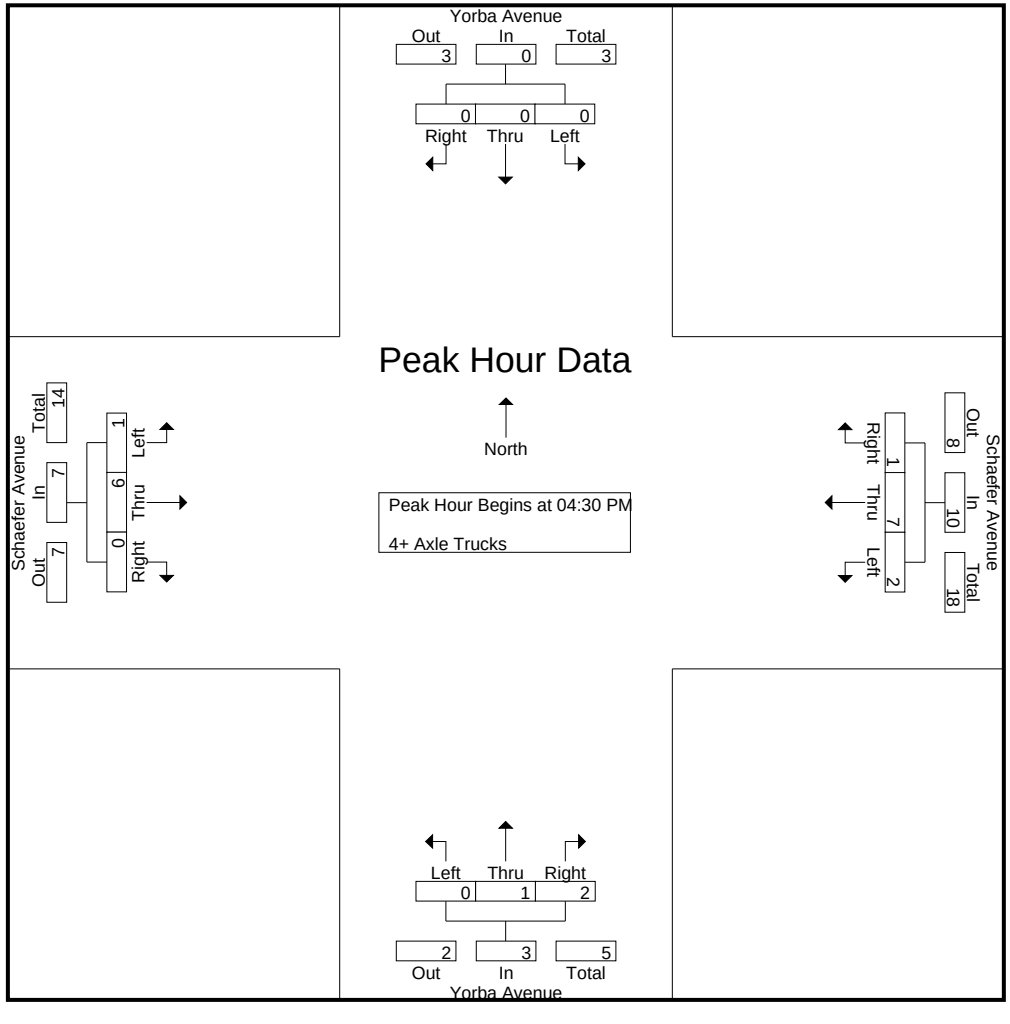
	Yorba Avenue Southbound					Schaefer Avenue Westbound					Yorba Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	7	7
04:15 PM	1	0	1	1	2	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	1	13	14
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	1	0	0	1	0	5	5
04:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	1	1	0	0	2	0	7	7
Total	1	0	1	1	2	1	11	1	0	13	1	0	2	0	3	2	12	0	0	14	1	32	33
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	3	0	0	3	0	7	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:30 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	5	5
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	4	4
Total	0	2	0	0	2	1	4	0	0	5	1	1	0	0	2	0	8	0	0	8	0	17	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
06:15 PM	0	2	0	0	2	0	1	0	0	1	2	0	1	0	3	0	3	0	0	3	0	9	9
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2
06:45 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	2	0	0	2	0	2	0	0	2	2	2	2	0	6	0	4	0	0	4	0	14	14
Grand Total	1	4	1	1	6	2	17	1	0	20	4	3	4	0	11	2	24	0	0	26	1	63	64
Apprch %	16.7	66.7	16.7			10	85	5			36.4	27.3	36.4			7.7	92.3	0					
Total %	1.6	6.3	1.6		9.5	3.2	27	1.6		31.7	6.3	4.8	6.3		17.5	3.2	38.1	0		41.3	1.6	98.4	

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	1	0	1	5
04:45 PM	0	0	0	0	0	**3**	**1**	**4**	0	0	1	1	**1**	1	0	2	**7**
05:00 PM	0	0	0	0	1	2	0	3	0	**1**	0	1	0	**3**	0	**3**	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	2	7	1	10	0	1	2	3	1	6	0	7	20
% App. Total	0	0	0		20	70	10		0	33.3	66.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.500	.583	.250	.625	.000	.250	.500	.750	.250	.500	.000	.583	.714

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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 09_CHN_Yor_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Schaefer Avenue Westbound				Yorba Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	1	0	1	
+15 mins.	0	0	0	0	0	**3**	**1**	**4**	0	0	1	1	**1**	1	0	2	
+30 mins.	0	0	0	0	1	2	0	3	0	**1**	0	1	0	**3**	0	**3**	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	2	7	1	10	0	1	2	3	1	6	0	7	
% App. Total	0	0	0		20	70	10		0	33.3	66.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.500	.583	.250	.625	.000	.250	.500	.750	.250	.500	.000	.583	

Location: Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

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

	North Leg Yorba Avenue	East Leg Schaefer Avenue	South Leg Yorba Avenue	West Leg Schaefer 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	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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Location: Chino
N/S: Yorba Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

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

	Southbound Yorba Avenue			Westbound Schaefer Avenue			Northbound Yorba Avenue			Eastbound Schaefer 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	1	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	0	0	0	0	7	0	10

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	5	13	3	0	21	3	61	1	0	65	2	5	4	2	11	5	34	12	1	51	3	148	151
06:15 AM	0	11	6	3	17	13	68	2	0	83	0	5	5	2	10	5	45	9	1	59	6	169	175
06:30 AM	4	10	8	7	22	6	61	1	0	68	4	0	1	1	5	9	54	6	1	69	9	164	173
06:45 AM	1	8	2	0	11	10	76	6	1	92	2	3	4	3	9	15	59	12	2	86	6	198	204
Total	10	42	19	10	71	32	266	10	1	308	8	13	14	8	35	34	192	39	5	265	24	679	703
07:00 AM	1	8	10	6	19	12	74	2	0	88	3	6	2	1	11	6	52	12	4	70	11	188	199
07:15 AM	2	12	11	6	25	8	99	6	1	113	3	7	4	3	14	16	73	13	3	102	13	254	267
07:30 AM	5	12	3	3	20	3	135	2	0	140	1	2	4	4	7	7	78	8	2	93	9	260	269
07:45 AM	6	19	8	7	33	10	133	1	0	144	1	3	3	2	7	11	102	20	5	133	14	317	331
Total	14	51	32	22	97	33	441	11	1	485	8	18	13	10	39	40	305	53	14	398	47	1019	1066
08:00 AM	6	19	10	6	35	11	131	5	0	147	0	7	2	1	9	9	128	17	2	154	9	345	354
08:15 AM	8	11	2	0	21	15	125	3	0	143	7	4	6	4	17	5	111	14	2	130	6	311	317
08:30 AM	4	6	8	7	18	7	110	3	0	120	2	11	4	4	17	10	95	7	0	112	11	267	278
08:45 AM	0	7	11	8	18	5	118	7	0	130	1	5	2	2	8	10	98	5	1	113	11	269	280
Total	18	43	31	21	92	38	484	18	0	540	10	27	14	11	51	34	432	43	5	509	37	1192	1229
Grand Total	42	136	82	53	260	103	1191	39	2	1333	26	58	41	29	125	108	929	135	24	1172	108	2890	2998
Apprch %	16.2	52.3	31.5			7.7	89.3	2.9			20.8	46.4	32.8			9.2	79.3	11.5					
Total %	1.5	4.7	2.8		9	3.6	41.2	1.3		46.1	0.9	2	1.4		4.3	3.7	32.1	4.7		40.6	3.6	96.4	
Passenger Vehicles	25	130	56		255	82	1023	26		1132	13	52	22		105	86	823	105		1030	0	0	2522
% Passenger Vehicles	59.5	95.6	68.3	83	81.5	79.6	85.9	66.7	50	84.8	50	89.7	53.7	62.1	68.2	79.6	88.6	77.8	66.7	86.1	0	0	84.1
Large 2 Axle Vehicles	3	2	6		14	1	55	2		59	4	6	1		12	7	27	4		38	0	0	123
% Large 2 Axle Vehicles	7.1	1.5	7.3	5.7	4.5	1	4.6	5.1	50	4.4	15.4	10.3	2.4	3.4	7.8	6.5	2.9	3	0	3.2	0	0	4.1
3 Axle Vehicles	3	0	0		3	3	24	3		30	2	0	11		19	0	15	2		17	0	0	69
% 3 Axle Vehicles	7.1	0	0	0	1	2.9	2	7.7	0	2.2	7.7	0	26.8	20.7	12.3	0	1.6	1.5	0	1.4	0	0	2.3
4+ Axle Trucks	11	4	20		41	17	89	8		114	7	0	7		18	15	64	24		111	0	0	284
% 4+ Axle Trucks	26.2	2.9	24.4	11.3	13.1	16.5	7.5	20.5	0	8.5	26.9	0	17.1	13.8	11.7	13.9	6.9	17.8	33.3	9.3	0	0	9.5

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City of Chino
N/S: Yorba Avenue
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Weather: Clear

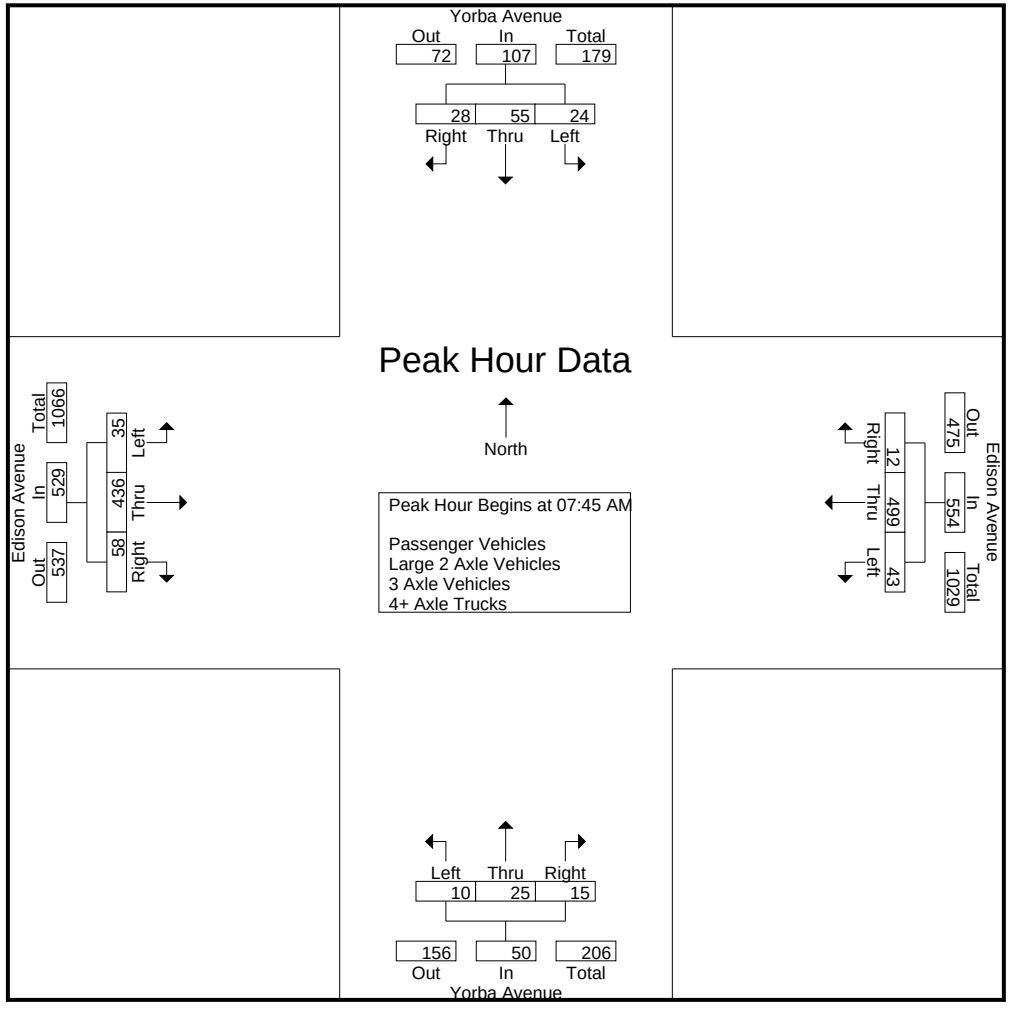
File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
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	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	**19**	8	33	10	**133**	1	144	1	3	3	7	**11**	102	**20**	133	317
08:00 AM	6	19	**10**	**35**	11	131	**5**	**147**	0	7	2	9	9	**128**	17	**154**	**345**
08:15 AM	**8**	11	2	21	**15**	125	3	143	**7**	4	**6**	**17**	5	111	14	130	311
08:30 AM	4	6	8	18	7	110	3	120	2	**11**	4	17	10	95	7	112	267
Total Volume	24	55	28	107	43	499	12	554	10	25	15	50	35	436	58	529	1240
% App. Total	22.4	51.4	26.2		7.8	90.1	2.2		20	50	30		6.6	82.4	11		
PHF	.750	.724	.700	.764	.717	.938	.600	.942	.357	.568	.625	.735	.795	.852	.725	.859	.899

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City of Chino
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File Name : 10_CHN_Yor_Edi AM
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E/W: Edison Avenue
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File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 4

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:30 AM				08:00 AM				07:45 AM				
+0 mins.	2	12	**11**	25	3	**135**	2	140	0	7	2	9	**11**	102	**20**	133	
+15 mins.	5	12	3	20	10	133	1	144	**7**	4	**6**	**17**	9	**128**	17	**154**	
+30 mins.	**6**	**19**	8	33	11	131	**5**	**147**	2	**11**	4	17	5	111	14	130	
+45 mins.	6	19	10	**35**	**15**	125	3	143	1	5	2	8	10	95	7	112	
Total Volume	19	62	32	113	39	524	11	574	10	27	14	51	35	436	58	529	
% App. Total	16.8	54.9	28.3		6.8	91.3	1.9		19.6	52.9	27.5		6.6	82.4	11		
PHF	.792	.816	.727	.807	.650	.970	.550	.976	.357	.614	.583	.750	.795	.852	.725	.859	

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City of Chino
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File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
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Groups Printed- Passenger Vehicles

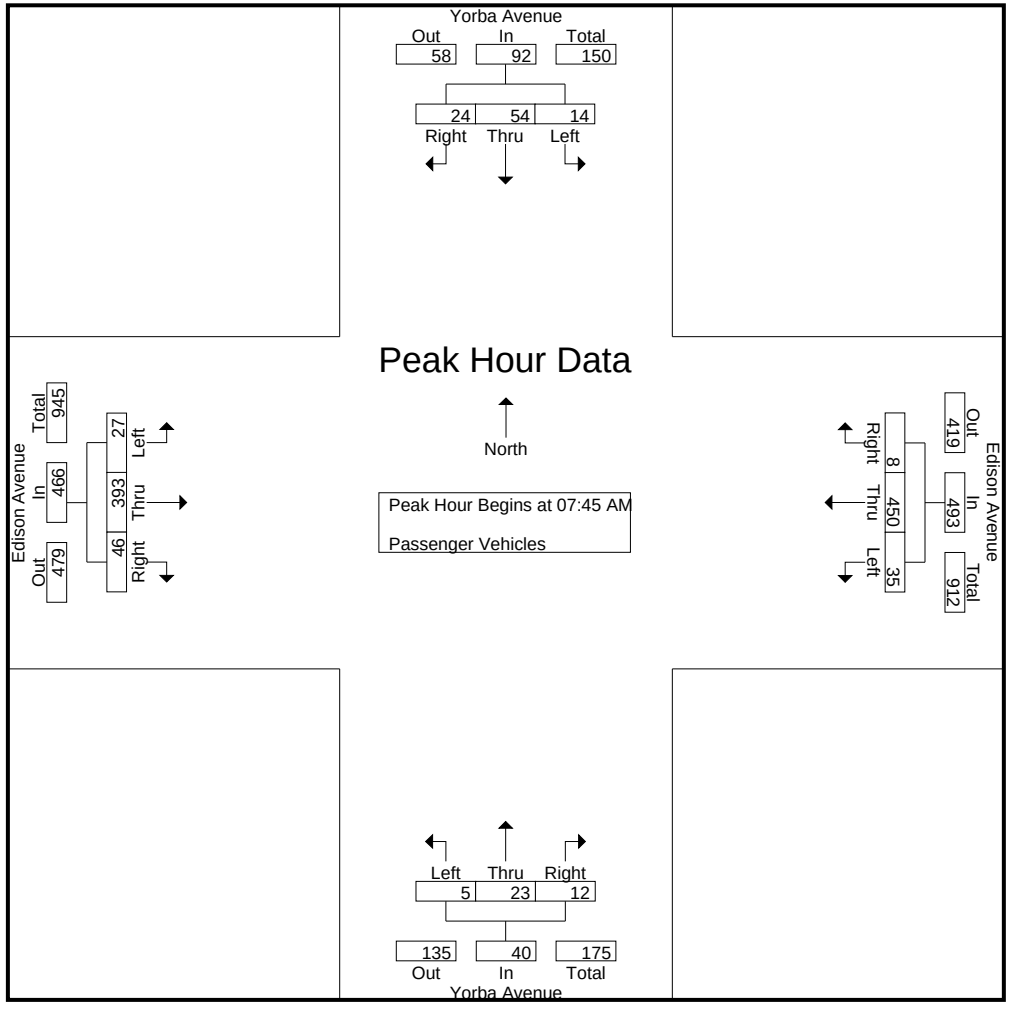
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	3	13	0	0	16	1	43	1	0	45	2	5	4	2	11	4	31	11	1	46	3	118	121
06:15 AM	0	10	6	3	16	10	49	2	0	61	0	4	0	0	4	5	40	8	0	53	3	134	137
06:30 AM	3	10	5	5	18	5	49	0	0	54	0	0	0	0	0	6	44	5	1	55	6	127	133
06:45 AM	1	7	1	0	9	7	60	4	0	71	1	2	2	1	5	15	54	8	2	77	3	162	165
Total	7	40	12	8	59	23	201	7	0	231	3	11	6	3	20	30	169	32	4	231	15	541	556
07:00 AM	1	8	6	4	15	12	64	1	0	77	2	6	0	0	8	5	43	8	2	56	6	156	162
07:15 AM	0	11	5	3	16	6	87	4	1	97	2	6	2	2	10	11	66	12	2	89	8	212	220
07:30 AM	3	11	2	2	16	3	122	2	0	127	0	2	1	1	3	6	68	5	1	79	4	225	229
07:45 AM	3	19	7	7	29	8	121	0	0	129	1	3	2	2	6	8	95	15	4	118	13	282	295
Total	7	49	20	16	76	29	394	7	1	430	5	17	5	5	27	30	272	40	9	342	31	875	906
08:00 AM	2	19	9	6	30	8	116	5	0	129	0	7	1	1	8	7	120	13	1	140	8	307	315
08:15 AM	7	11	1	0	19	13	113	1	0	127	3	3	5	4	11	5	96	13	1	114	5	271	276
08:30 AM	2	5	7	7	14	6	100	2	0	108	1	10	4	4	15	7	82	5	0	94	11	231	242
08:45 AM	0	6	7	7	13	3	99	4	0	106	1	4	1	1	6	7	84	2	1	93	9	218	227
Total	11	41	24	20	76	30	428	12	0	470	5	24	11	10	40	26	382	33	3	441	33	1027	1060
Grand Total	25	130	56	44	211	82	1023	26	1	1131	13	52	22	18	87	86	823	105	16	1014	79	2443	2522
Apprch %	11.8	61.6	26.5			7.3	90.5	2.3			14.9	59.8	25.3			8.5	81.2	10.4					
Total %	1	5.3	2.3		8.6	3.4	41.9	1.1		46.3	0.5	2.1	0.9		3.6	3.5	33.7	4.3		41.5	3.1	96.9	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	**19**	7	29	8	**121**	0	**129**	1	3	2	6	**8**	95	**15**	118	282
08:00 AM	2	19	**9**	**30**	8	116	**5**	129	0	7	1	8	7	**120**	13	**140**	**307**
08:15 AM	**7**	11	1	19	**13**	113	1	127	**3**	3	**5**	11	5	96	13	114	271
08:30 AM	2	5	7	14	6	100	2	108	1	**10**	4	**15**	7	82	5	94	231
Total Volume	14	54	24	92	35	450	8	493	5	23	12	40	27	393	46	466	1091
% App. Total	15.2	58.7	26.1		7.1	91.3	1.6		12.5	57.5	30		5.8	84.3	9.9		
PHF	.500	.711	.667	.767	.673	.930	.400	.955	.417	.575	.600	.667	.844	.819	.767	.832	.888

Counts Unlimited, Inc.
PO Box 1178
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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 3

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	3	**19**	7	29	8	**121**	0	**129**	1	3	2	6	**8**	95	**15**	118	
+15 mins.	2	19	**9**	**30**	8	116	**5**	129	0	7	1	8	7	**120**	13	**140**	
+30 mins.	**7**	11	1	19	**13**	113	1	127	**3**	3	**5**	11	5	96	13	114	
+45 mins.	2	5	7	14	6	100	2	108	1	**10**	4	**15**	7	82	5	94	
Total Volume	14	54	24	92	35	450	8	493	5	23	12	40	27	393	46	466	
% App. Total	15.2	58.7	26.1		7.1	91.3	1.6		12.5	57.5	30		5.8	84.3	9.9		
PHF	.500	.711	.667	.767	.673	.930	.400	.955	.417	.575	.600	.667	.844	.819	.767	.832	

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

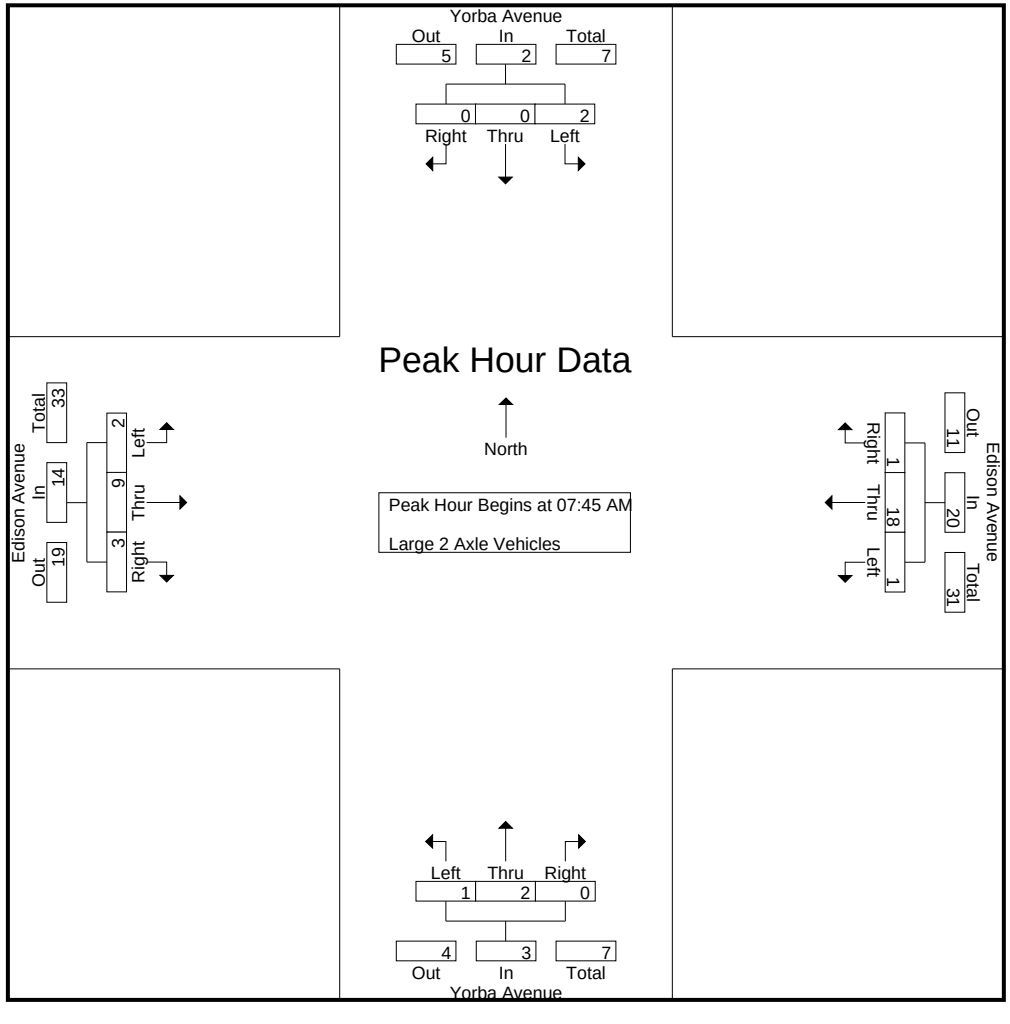
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	9	9
06:15 AM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0	8	8
06:30 AM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	1	1	0	0	2	0	7	7
06:45 AM	0	1	0	0	1	0	5	1	1	6	1	1	0	0	2	0	2	0	0	2	1	11	12
Total	0	2	0	0	2	0	20	1	1	21	3	2	0	0	5	1	6	0	0	7	1	35	36
07:00 AM	0	0	2	1	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	7	8
07:15 AM	0	0	3	2	3	0	5	0	0	5	0	1	1	1	2	3	3	0	0	6	3	16	19
07:30 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	12	12
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	0	1	0	3	0	7	7
Total	1	0	5	3	6	0	19	0	0	19	0	1	1	1	2	5	9	1	0	15	4	42	46
08:00 AM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	0	10	10
08:15 AM	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	0	5	0	0	5	0	11	11
08:30 AM	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	0	2	1	0	3	0	11	11
08:45 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	1	3	1	0	5	0	9	9
Total	2	0	1	0	3	1	16	1	0	18	1	3	0	0	4	1	12	3	0	16	0	41	41
Grand Total	3	2	6	3	11	1	55	2	1	58	4	6	1	1	11	7	27	4	0	38	5	118	123
Apprch %	27.3	18.2	54.5			1.7	94.8	3.4			36.4	54.5	9.1			18.4	71.1	10.5					
Total %	2.5	1.7	5.1		9.3	0.8	46.6	1.7		49.2	3.4	5.1	0.8		9.3	5.9	22.9	3.4		32.2	4.1	95.9	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	**2**	0	**1**	3	7
08:00 AM	**1**	0	0	**1**	**1**	5	0	**6**	0	0	0	0	0	2	1	3	10
08:15 AM	0	0	0	0	0	3	**1**	4	**1**	**1**	0	**2**	0	**5**	0	**5**	**11**
08:30 AM	1	0	0	1	0	**6**	0	6	0	1	0	1	0	2	1	3	11
Total Volume	2	0	0	2	1	18	1	20	1	2	0	3	2	9	3	14	39
% App. Total	100	0	0		5	90	5		33.3	66.7	0		14.3	64.3	21.4		
PHF	.500	.000	.000	.500	.250	.750	.250	.833	.250	.500	.000	.375	.250	.450	.750	.700	.886

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	**2**	0	**1**	3	
+15 mins.	**1**	0	0	**1**	**1**	5	0	**6**	0	0	0	0	0	2	1	3	
+30 mins.	0	0	0	0	0	3	**1**	4	**1**	**1**	0	**2**	0	**5**	0	**5**	
+45 mins.	1	0	0	1	0	**6**	0	6	0	1	0	1	0	2	1	3	
Total Volume	2	0	0	2	1	18	1	20	1	2	0	3	2	9	3	14	
% App. Total	100	0	0		5	90	5		33.3	66.7	0		14.3	64.3	21.4		
PHF	.500	.000	.000	.500	.250	.750	.250	.833	.250	.500	.000	.375	.250	.450	.750	.700	

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

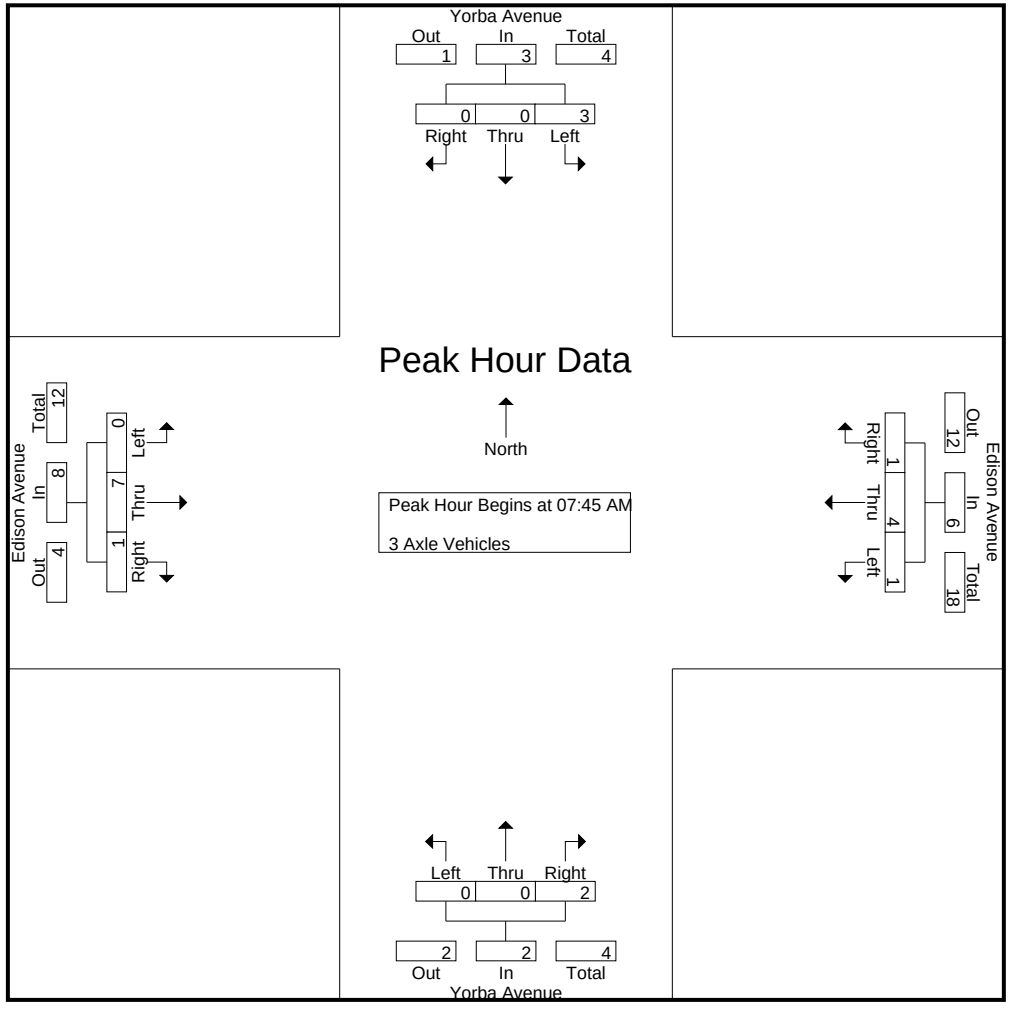
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
06:15 AM	0	0	0	0	0	2	5	0	0	7	0	0	4	2	4	0	0	0	0	0	2	11	13
06:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	1	2	0	1	0	0	1	1	5	6
06:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	2	12	0	0	14	1	0	5	3	6	0	2	0	0	2	3	22	25
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	1	0	1	0	4	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	3	3	0	0	0	0	0	3	5	8
07:45 AM	2	0	0	0	2	0	1	1	0	2	0	0	1	0	1	0	2	1	0	3	0	8	8
Total	2	0	0	0	2	0	4	2	0	6	1	0	5	3	6	0	4	2	0	6	3	20	23
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	5	5
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	0	10	10
Total	1	0	0	0	1	1	8	1	0	10	0	0	1	0	1	0	9	0	0	9	0	21	21
Grand Total	3	0	0	0	3	3	24	3	0	30	2	0	11	6	13	0	15	2	0	17	6	63	69
Apprch %	100	0	0			10	80	10			15.4	0	84.6			0	88.2	11.8					
Total %	4.8	0	0		4.8	4.8	38.1	4.8		47.6	3.2	0	17.5		20.6	0	23.8	3.2		27	8.7	91.3	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	0	0	**2**	0	1	**1**	**2**	0	0	**1**	**1**	0	2	**1**	**3**	**8**
08:00 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	**1**	0	0	1	0	0	1	1	0	**3**	0	3	5
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	1	4	1	6	0	0	2	2	0	7	1	8	19
% App. Total	100	0	0		16.7	66.7	16.7		0	0	100		0	87.5	12.5		
PHF	.375	.000	.000	.375	.250	.500	.250	.750	.000	.000	.500	.500	.000	.583	.250	.667	.594

Counts Unlimited, Inc.
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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**2**	0	0	**2**	0	1	**1**	**2**	0	0	**1**	**1**	0	2	**1**	**3**	
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	**1**	0	0	1	0	0	1	1	0	**3**	0	3	
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	3	0	0	3	1	4	1	6	0	0	2	2	0	7	1	8	
% App. Total	100	0	0		16.7	66.7	16.7		0	0	100		0	87.5	12.5		
PHF	.375	.000	.000	.375	.250	.500	.250	.750	.000	.000	.500	.500	.000	.583	.250	.667	

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

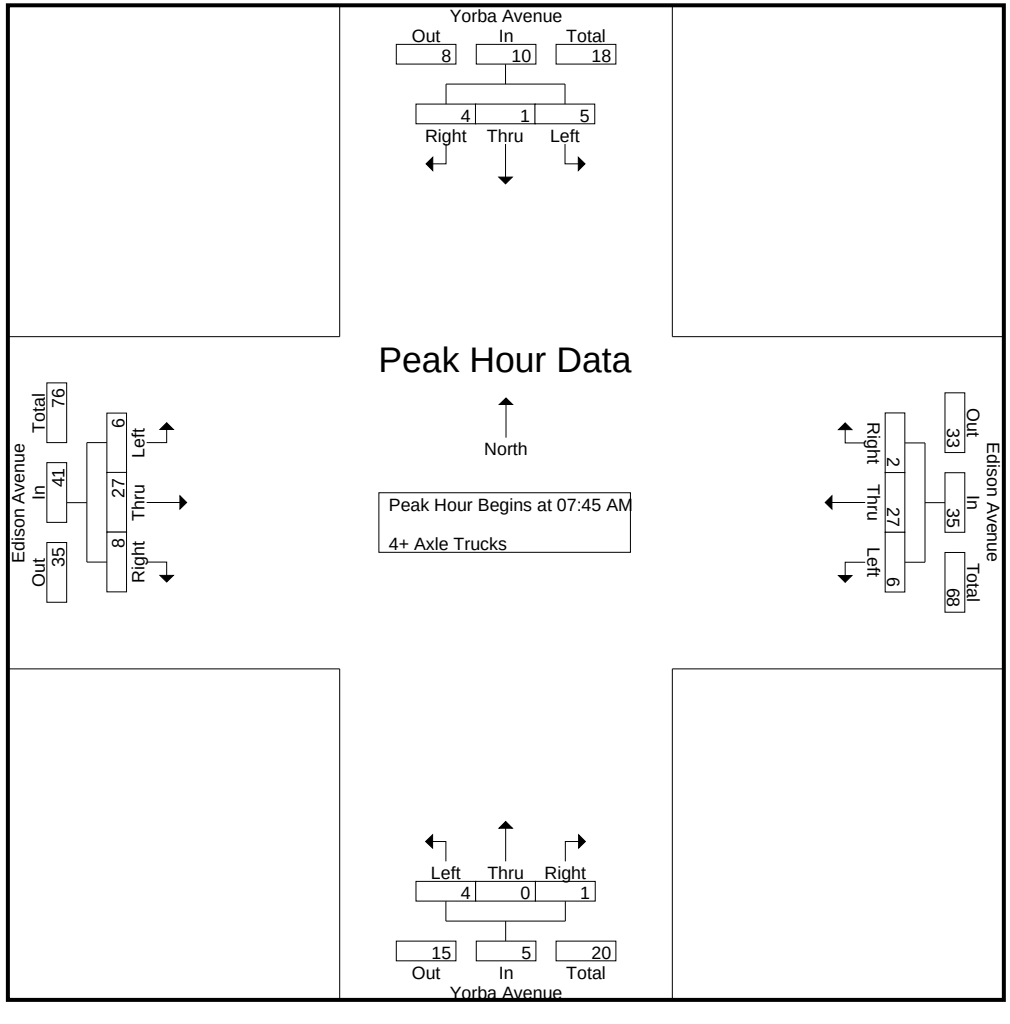
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	2	0	3	0	5	2	9	0	0	11	0	0	0	0	0	1	0	1	0	2	0	18	18
06:15 AM	0	0	0	0	0	1	9	0	0	10	0	0	1	0	1	0	4	1	1	5	1	16	17
06:30 AM	1	0	3	2	4	1	7	1	0	9	1	0	0	0	1	2	8	1	0	11	2	25	27
06:45 AM	0	0	1	0	1	3	8	1	0	12	0	0	2	2	2	0	3	4	0	7	2	22	24
Total	3	0	7	2	10	7	33	2	0	42	1	0	3	2	4	3	15	7	1	25	5	81	86
07:00 AM	0	0	2	1	2	0	5	1	0	6	0	0	1	1	1	1	8	3	2	12	4	21	25
07:15 AM	2	1	3	1	6	2	7	1	0	10	1	0	1	0	2	2	2	1	1	5	2	23	25
07:30 AM	1	1	1	1	3	0	5	0	0	5	1	0	0	0	1	1	5	3	1	9	2	18	20
07:45 AM	1	0	1	0	2	2	7	0	0	9	0	0	0	0	0	1	5	3	1	9	1	20	21
Total	4	2	7	3	13	4	24	2	0	30	2	0	2	1	4	5	20	10	5	35	9	82	91
08:00 AM	3	0	1	0	4	2	8	0	0	10	0	0	1	0	1	2	5	3	1	10	1	25	26
08:15 AM	1	0	1	0	2	1	9	1	0	11	3	0	0	0	3	0	7	1	1	8	1	24	25
08:30 AM	0	1	1	0	2	1	3	1	0	5	1	0	0	0	1	3	10	1	0	14	0	22	22
08:45 AM	0	1	3	1	4	2	12	2	0	16	0	0	1	1	1	2	7	2	0	11	2	32	34
Total	4	2	6	1	12	6	32	4	0	42	4	0	2	1	6	7	29	7	2	43	4	103	107
Grand Total	11	4	20	6	35	17	89	8	0	114	7	0	7	4	14	15	64	24	8	103	18	266	284
Apprch %	31.4	11.4	57.1			14.9	78.1	7			50	0	50			14.6	62.1	23.3					
Total %	4.1	1.5	7.5		13.2	6.4	33.5	3		42.9	2.6	0	2.6		5.3	5.6	24.1	9		38.7	6.3	93.7	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	**1**	2	**2**	7	0	9	0	0	0	0	1	5	**3**	9	20
08:00 AM	**3**	0	1	**4**	2	8	0	10	0	0	**1**	1	2	5	3	10	**25**
08:15 AM	1	0	1	2	1	**9**	**1**	**11**	**3**	0	0	**3**	0	7	1	8	24
08:30 AM	0	**1**	1	2	1	3	1	5	1	0	0	1	**3**	**10**	1	**14**	22
Total Volume	5	1	4	10	6	27	2	35	4	0	1	5	6	27	8	41	91
% App. Total	50	10	40		17.1	77.1	5.7		80	0	20		14.6	65.9	19.5		
PHF	.417	.250	1.00	.625	.750	.750	.500	.795	.333	.000	.250	.417	.500	.675	.667	.732	.910

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi AM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	1	0	**1**	2	**2**	7	0	9	0	0	0	0	1	5	**3**	9	
+15 mins.	**3**	0	1	**4**	2	8	0	10	0	0	**1**	1	2	5	3	10	
+30 mins.	1	0	1	2	1	**9**	**1**	**11**	**3**	0	0	**3**	0	7	1	8	
+45 mins.	0	**1**	1	2	1	3	1	5	1	0	0	1	**3**	**10**	1	**14**	
Total Volume	5	1	4	10	6	27	2	35	4	0	1	5	6	27	8	41	
% App. Total	50	10	40		17.1	77.1	5.7		80	0	20		14.6	65.9	19.5		
PHF	.417	.250	1.000	.625	.750	.750	.500	.795	.333	.000	.250	.417	.500	.675	.667	.732	

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City of Chino
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File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	11	10	5	22	6	135	3	0	144	13	22	13	8	48	8	136	4	0	148	13	362	375
04:15 PM	6	5	19	14	30	12	132	5	0	149	7	22	7	2	36	11	196	5	3	212	19	427	446
04:30 PM	0	7	12	8	19	2	139	6	1	147	12	23	19	10	54	17	178	4	0	199	19	419	438
04:45 PM	3	13	12	11	28	3	137	6	1	146	6	8	4	2	18	12	153	4	0	169	14	361	375
Total	10	36	53	38	99	23	543	20	2	586	38	75	43	22	156	48	663	17	3	728	65	1569	1634
05:00 PM	4	25	26	16	55	5	176	3	0	184	22	26	13	5	61	12	204	1	0	217	21	517	538
05:15 PM	2	9	10	8	21	9	155	6	0	170	5	13	7	3	25	12	196	2	0	210	11	426	437
05:30 PM	2	7	12	8	21	6	131	8	0	145	3	10	6	5	19	14	207	1	0	222	13	407	420
05:45 PM	6	7	14	12	27	6	120	2	0	128	3	12	4	3	19	13	171	6	0	190	15	364	379
Total	14	48	62	44	124	26	582	19	0	627	33	61	30	16	124	51	778	10	0	839	60	1714	1774
06:00 PM	6	5	13	11	24	3	136	4	0	143	2	5	2	2	9	10	170	2	1	182	14	358	372
06:15 PM	4	14	4	2	22	6	115	2	0	123	4	8	0	0	12	11	180	4	1	195	3	352	355
06:30 PM	1	6	8	7	15	3	124	5	0	132	3	6	4	2	13	12	165	5	0	182	9	342	351
06:45 PM	4	9	8	7	21	2	130	3	2	135	5	12	5	3	22	12	142	4	1	158	13	336	349
Total	15	34	33	27	82	14	505	14	2	533	14	31	11	7	56	45	657	15	3	717	39	1388	1427
Grand Total	39	118	148	109	305	63	1630	53	4	1746	85	167	84	45	336	144	2098	42	6	2284	164	4671	4835
Apprch %	12.8	38.7	48.5			3.6	93.4	3			25.3	49.7	25			6.3	91.9	1.8					
Total %	0.8	2.5	3.2		6.5	1.3	34.9	1.1		37.4	1.8	3.6	1.8		7.2	3.1	44.9	0.9		48.9	3.4	96.6	
Passenger Vehicles	28	112	142		389	30	1569	41		1643	68	160	62		326	128	1975	24		2133	0	0	4491
% Passenger Vehicles	71.8	94.9	95.9	98.2	94	47.6	96.3	77.4	75	93.9	80	95.8	73.8	80	85.6	88.9	94.1	57.1	100	93.1	0	0	92.9
Large 2 Axle Vehicles	2	1	3		7	2	12	1		15	1	4	4		11	5	25	6		36	0	0	69
% Large 2 Axle Vehicles	5.1	0.8	2	0.9	1.7	3.2	0.7	1.9	0	0.9	1.2	2.4	4.8	4.4	2.9	3.5	1.2	14.3	0	1.6	0	0	1.4
3 Axle Vehicles	0	5	1		6	13	12	6		32	1	1	2		5	3	16	3		22	0	0	65
% 3 Axle Vehicles	0	4.2	0.7	0	1.4	20.6	0.7	11.3	25	1.8	1.2	0.6	2.4	2.2	1.3	2.1	0.8	7.1	0	1	0	0	1.3
4+ Axle Trucks	9	0	2		12	18	37	5		60	15	2	16		39	8	82	9		99	0	0	210
% 4+ Axle Trucks	23.1	0	1.4	0.9	2.9	28.6	2.3	9.4	0	3.4	17.6	1.2	19	13.3	10.2	5.6	3.9	21.4	0	4.3	0	0	4.3

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City of Chino
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E/W: Edison Avenue
Weather: Clear

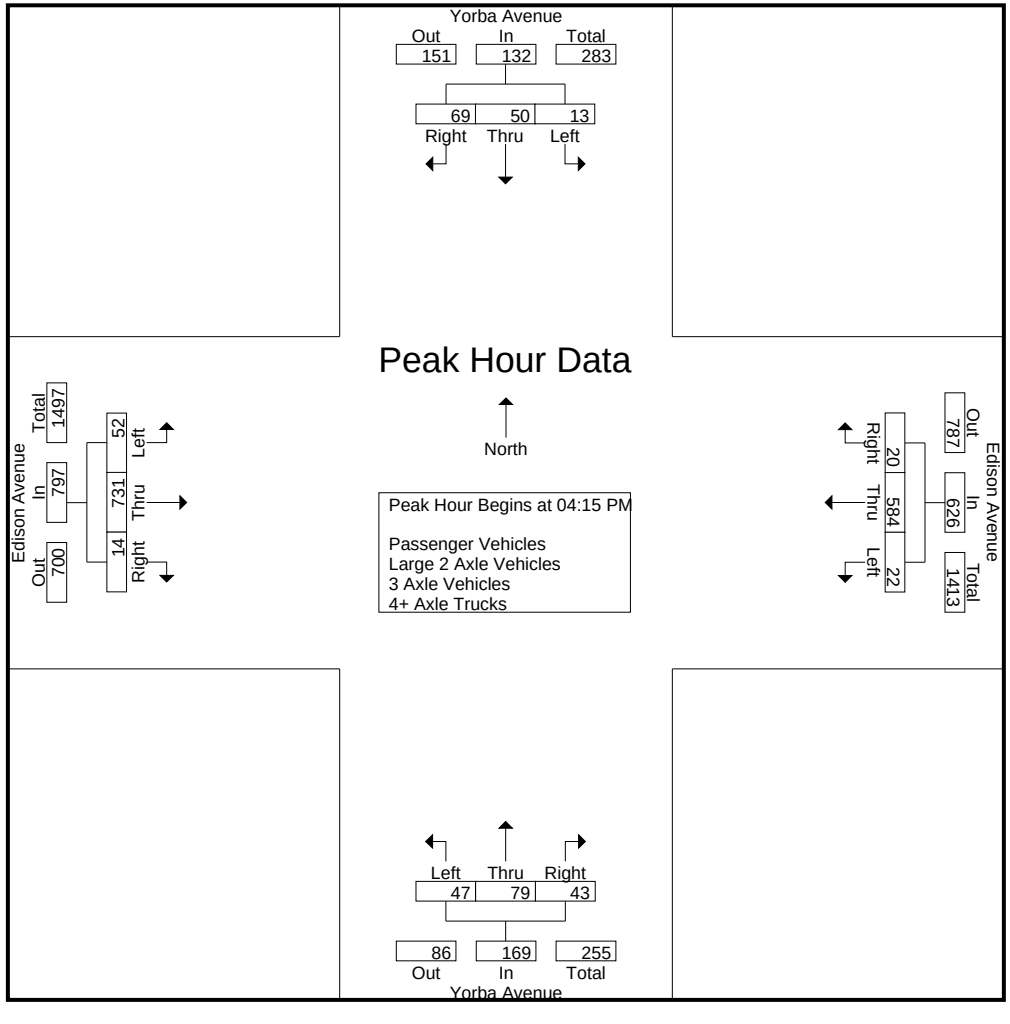
File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**6**	5	19	30	**12**	132	5	149	7	22	7	36	11	196	**5**	212	427
04:30 PM	0	7	12	19	2	139	**6**	147	12	23	**19**	54	**17**	178	4	199	419
04:45 PM	3	13	12	28	3	137	6	146	6	8	4	18	12	153	4	169	361
05:00 PM	4	**25**	**26**	**55**	5	**176**	3	**184**	**22**	**26**	13	**61**	12	**204**	1	**217**	**517**
Total Volume	13	50	69	132	22	584	20	626	47	79	43	169	52	731	14	797	1724
% App. Total	9.8	37.9	52.3		3.5	93.3	3.2		27.8	46.7	25.4		6.5	91.7	1.8		
PHF	.542	.500	.663	.600	.458	.830	.833	.851	.534	.760	.566	.693	.765	.896	.700	.918	.834

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File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:30 PM				04:15 PM				05:00 PM				
+0 mins.	**6**	5	19	30	2	139	**6**	147	7	22	7	36	12	204	1	217	
+15 mins.	0	7	12	19	3	137	6	146	12	23	**19**	54	12	196	2	210	
+30 mins.	3	13	12	28	5	**176**	3	**184**	6	8	4	18	**14**	**207**	1	**222**	
+45 mins.	4	**25**	**26**	**55**	**9**	155	6	170	**22**	**26**	13	**61**	13	171	**6**	190	
Total Volume	13	50	69	132	19	607	21	647	47	79	43	169	51	778	10	839	
% App. Total	9.8	37.9	52.3		2.9	93.8	3.2		27.8	46.7	25.4		6.1	92.7	1.2		
PHF	.542	.500	.663	.600	.528	.862	.875	.879	.534	.760	.566	.693	.911	.940	.417	.945	

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City of Chino
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Site Code : 05123310
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Groups Printed- Passenger Vehicles

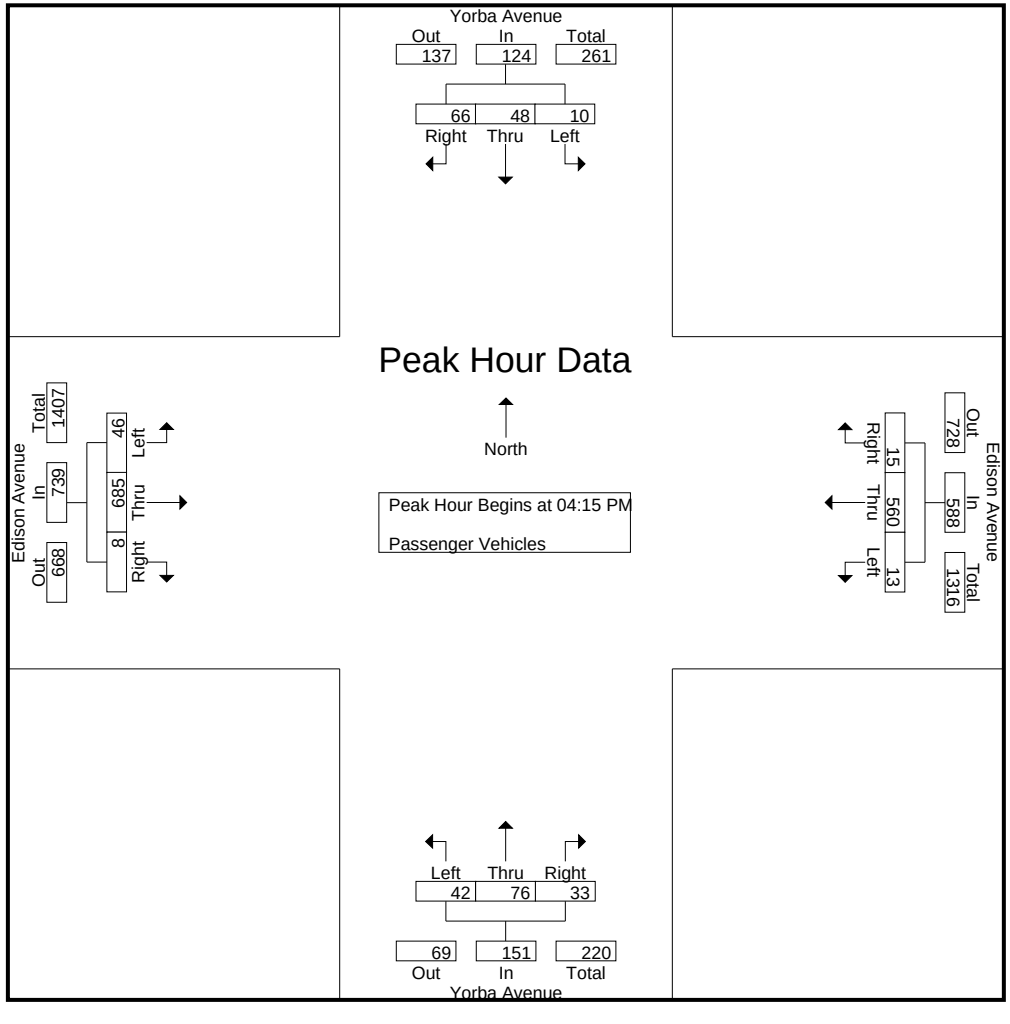
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	9	9	5	19	5	130	2	0	137	12	20	10	6	42	6	118	2	0	126	11	324	335
04:15 PM	5	5	19	14	29	7	126	2	0	135	6	20	4	2	30	10	180	4	3	194	19	388	407
04:30 PM	0	7	12	8	19	1	134	6	1	141	11	23	18	10	52	14	166	1	0	181	19	393	412
04:45 PM	2	12	11	10	25	1	130	4	1	135	5	8	3	1	16	12	145	2	0	159	12	335	347
Total	8	33	51	37	92	14	520	14	2	548	34	71	35	19	140	42	609	9	3	660	61	1440	1501
05:00 PM	3	24	24	15	51	4	170	3	0	177	20	25	8	4	53	10	194	1	0	205	19	486	505
05:15 PM	1	8	10	8	19	4	153	5	0	162	4	12	5	2	21	10	186	0	0	196	10	398	408
05:30 PM	0	7	11	8	18	4	123	8	0	135	2	10	5	4	17	12	197	0	0	209	12	379	391
05:45 PM	3	6	14	12	23	0	117	1	0	118	2	12	1	1	15	11	165	4	0	180	13	336	349
Total	7	45	59	43	111	12	563	17	0	592	28	59	19	11	106	43	742	5	0	790	54	1599	1653
06:00 PM	6	5	13	11	24	1	129	2	0	132	2	5	1	1	8	10	160	2	1	172	13	336	349
06:15 PM	2	14	3	2	19	1	111	1	0	113	1	7	0	0	8	10	172	3	1	185	3	325	328
06:30 PM	1	6	8	7	15	2	121	5	0	128	0	6	2	2	8	11	155	3	0	169	9	320	329
06:45 PM	4	9	8	7	21	0	125	2	1	127	3	12	5	3	20	12	137	2	1	151	12	319	331
Total	13	34	32	27	79	4	486	10	1	500	6	30	8	6	44	43	624	10	3	677	37	1300	1337
Grand Total	28	112	142	107	282	30	1569	41	3	1640	68	160	62	36	290	128	1975	24	6	2127	152	4339	4491
Apprch %	9.9	39.7	50.4			1.8	95.7	2.5			23.4	55.2	21.4			6	92.9	1.1					
Total %	0.6	2.6	3.3		6.5	0.7	36.2	0.9		37.8	1.6	3.7	1.4		6.7	2.9	45.5	0.6		49	3.4	96.6	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**5**	5	19	29	**7**	126	2	135	6	20	4	30	10	180	**4**	194	388
04:30 PM	0	7	12	19	1	134	**6**	141	11	23	**18**	52	**14**	166	1	181	393
04:45 PM	2	12	11	25	1	130	4	135	5	8	3	16	12	145	2	159	335
05:00 PM	3	**24**	**24**	**51**	4	**170**	3	**177**	**20**	**25**	8	**53**	10	**194**	1	**205**	**486**
Total Volume	10	48	66	124	13	560	15	588	42	76	33	151	46	685	8	739	1602
% App. Total	8.1	38.7	53.2		2.2	95.2	2.6		27.8	50.3	21.9		6.2	92.7	1.1		
PHF	.500	.500	.688	.608	.464	.824	.625	.831	.525	.760	.458	.712	.821	.883	.500	.901	.824

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City of Chino
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File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
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File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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.	**5**	5	19	29	**7**	126	2	135	6	20	4	30	10	180	**4**	194	
+15 mins.	0	7	12	19	1	134	**6**	141	11	23	**18**	52	**14**	166	1	181	
+30 mins.	2	12	11	25	1	130	4	135	5	8	3	16	12	145	2	159	
+45 mins.	3	**24**	**24**	**51**	4	**170**	3	**177**	**20**	**25**	8	**53**	10	**194**	1	**205**	
Total Volume	10	48	66	124	13	560	15	588	42	76	33	151	46	685	8	739	
% App. Total	8.1	38.7	53.2		2.2	95.2	2.6		27.8	50.3	21.9		6.2	92.7	1.1		
PHF	.500	.500	.688	.608	.464	.824	.625	.831	.525	.760	.458	.712	.821	.883	.500	.901	

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City of Chino
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File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

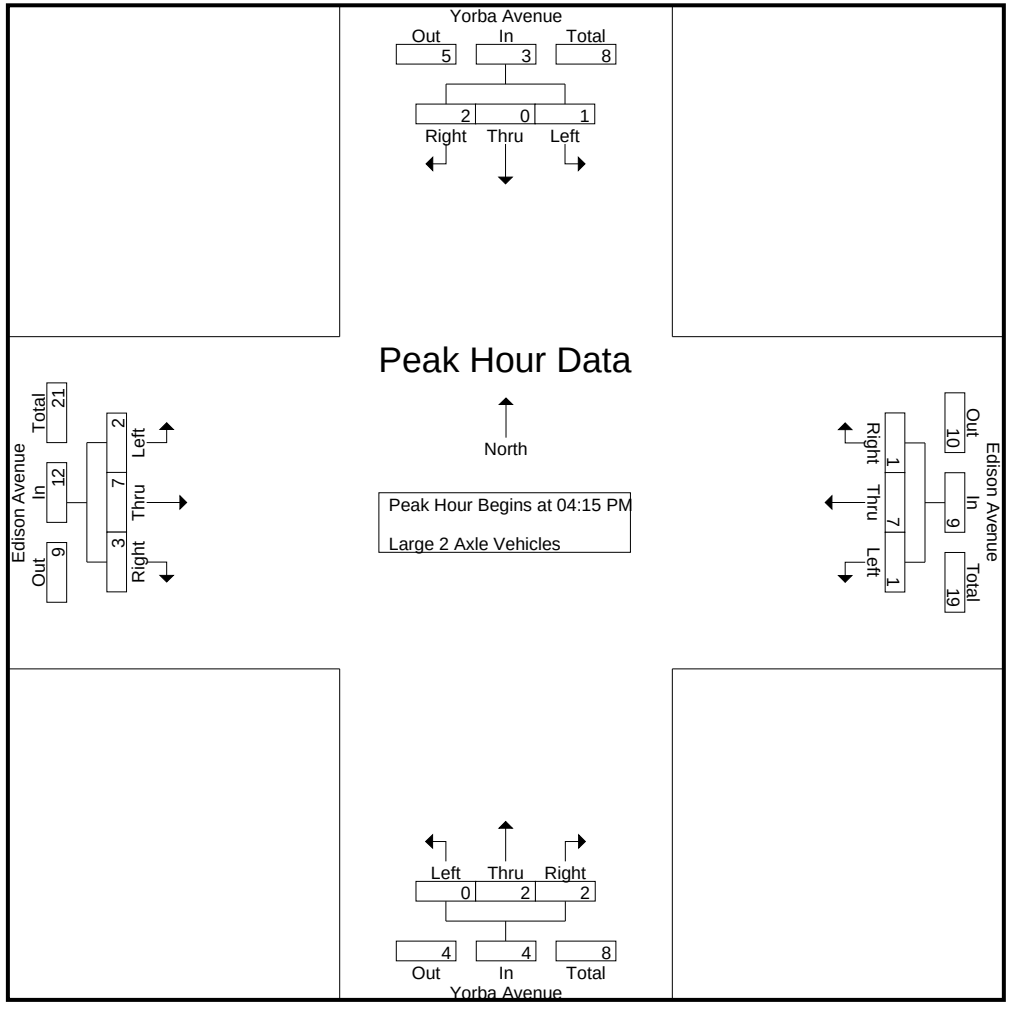
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	1	0	0	1	1	1	1	1	3	1	8	2	0	11	1	16	17
04:15 PM	0	0	0	0	0	1	2	1	0	4	0	2	0	0	2	1	2	1	0	4	0	10	10
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	3	1	0	5	0	8	8
04:45 PM	0	0	1	1	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	1	6	7
Total	0	0	2	1	2	1	7	1	0	9	1	3	2	1	6	3	15	5	0	23	2	40	42
05:00 PM	1	0	1	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	4	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	5	5
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	1	4	5
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	2	1	1	0	4	1	3	0	0	4	0	1	2	1	3	1	5	0	0	6	1	17	18
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
06:45 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	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5	1	0	7	0	9	9
Grand Total	2	1	3	1	6	2	12	1	0	15	1	4	4	2	9	5	25	6	0	36	3	66	69
Apprch %	33.3	16.7	50			13.3	80	6.7			11.1	44.4	44.4			13.9	69.4	16.7					
Total %	3	1.5	4.5		9.1	3	18.2	1.5		22.7	1.5	6.1	6.1		13.6	7.6	37.9	9.1		54.5	4.3	95.7	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	**1**	**2**	**1**	**4**	0	**2**	0	**2**	**1**	2	**1**	4	**10**
04:30 PM	0	0	0	0	0	2	0	2	0	0	**1**	1	1	**3**	1	**5**	8
04:45 PM	0	0	**1**	1	0	2	0	2	0	0	0	0	0	2	1	3	6
05:00 PM	**1**	0	1	**2**	0	1	0	1	0	0	1	1	0	0	0	0	4
Total Volume	1	0	2	3	1	7	1	9	0	2	2	4	2	7	3	12	28
% App. Total	33.3	0	66.7		11.1	77.8	11.1		0	50	50		16.7	58.3	25		
PHF	.250	.000	.500	.375	.250	.875	.250	.563	.000	.250	.500	.500	.500	.583	.750	.600	.700

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

City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	**1**	**2**	**1**	**4**	0	**2**	0	**2**	**1**	2	**1**	4	
+15 mins.	0	0	0	0	0	2	0	2	0	0	**1**	1	1	**3**	1	**5**	
+30 mins.	0	0	**1**	1	0	2	0	2	0	0	0	0	0	2	1	3	
+45 mins.	**1**	0	1	**2**	0	1	0	1	0	0	1	1	0	0	0	0	
Total Volume	1	0	2	3	1	7	1	9	0	2	2	4	2	7	3	12	
% App. Total	33.3	0	66.7		11.1	77.8	11.1		0	50	50		16.7	58.3	25		
PHF	.250	.000	.500	.375	.250	.875	.250	.563	.000	.250	.500	.500	.500	.583	.750	.600	

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

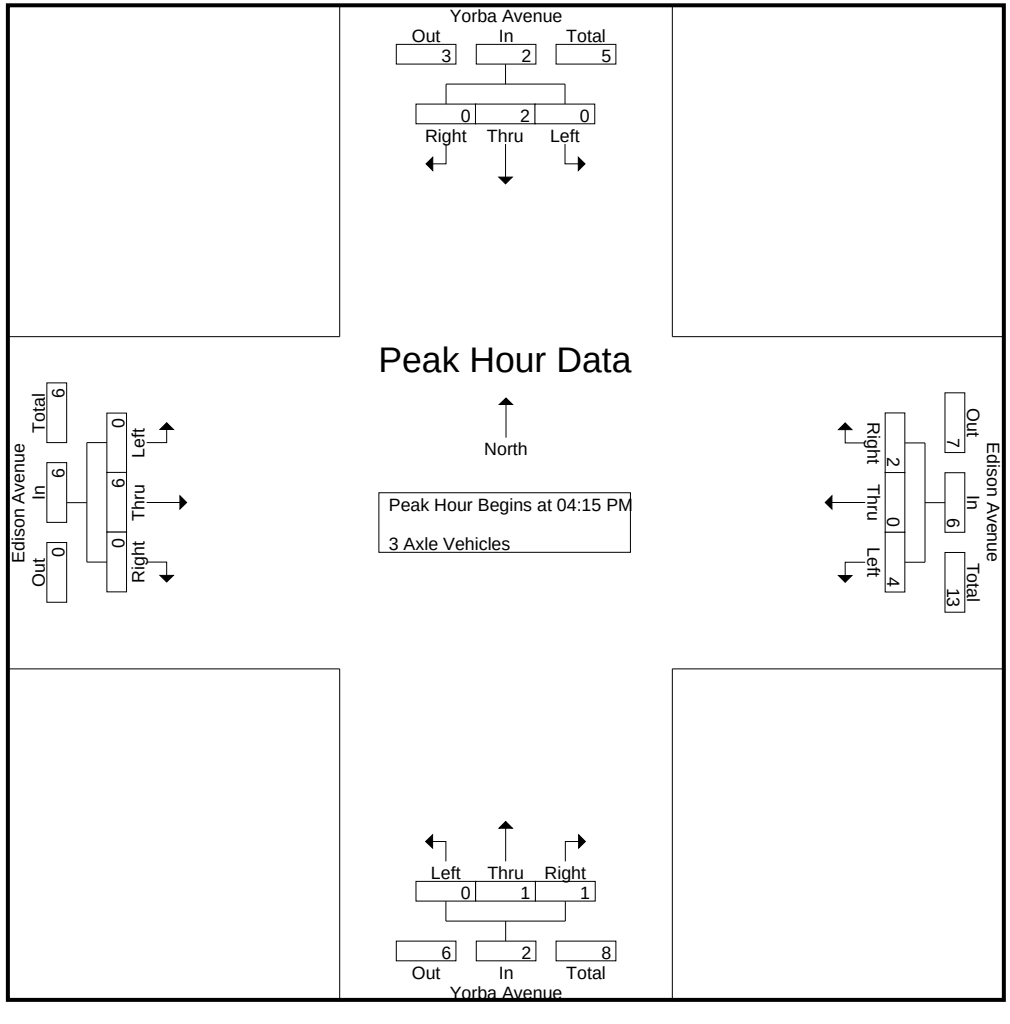
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	5	5
04:15 PM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	1	0	0	1	2	0	1	0	3	0	0	1	1	1	0	2	0	0	2	1	7	8
Total	0	3	0	0	3	4	2	3	0	9	0	0	1	1	1	0	4	0	0	4	1	17	18
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	4	4
05:15 PM	0	0	0	0	0	3	1	1	0	5	0	0	1	0	1	1	2	0	0	3	0	9	9
05:30 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	5	5
05:45 PM	0	1	0	0	1	1	0	1	0	2	1	0	0	0	1	2	0	2	0	4	0	8	8
Total	0	2	1	0	3	5	3	2	0	10	1	1	1	0	3	3	5	2	0	10	0	26	26
06:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	6	6
06:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	5	5
06:45 PM	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	0	0	1	0	1	1	5	6
Total	0	0	0	0	0	4	7	1	1	12	0	0	0	0	0	0	7	1	0	8	1	20	21
Grand Total	0	5	1	0	6	13	12	6	1	31	1	1	2	1	4	3	16	3	0	22	2	63	65
Apprch %	0	83.3	16.7			41.9	38.7	19.4			25	25	50			13.6	72.7	13.6					
Total %	0	7.9	1.6		9.5	20.6	19	9.5		49.2	1.6	1.6	3.2		6.3	4.8	25.4	4.8		34.9	3.1	96.9	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	**2**	0	**1**	**3**	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	**1**	0	**1**	2	0	1	3	0	0	**1**	**1**	0	**2**	0	**2**	**7**
05:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	2	0	2	4
Total Volume	0	2	0	2	4	0	2	6	0	1	1	2	0	6	0	6	16
% App. Total	0	100	0		66.7	0	33.3		0	50	50		0	100	0		
PHF	.000	.500	.000	.500	.500	.000	.500	.500	.000	.250	.250	.500	.000	.750	.000	.750	.571

Counts Unlimited, Inc.
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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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	**2**	0	**1**	**3**	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	**1**	0	**1**	2	0	1	3	0	0	**1**	**1**	0	**2**	0	**2**	
+45 mins.	0	1	0	1	0	0	0	0	0	**1**	0	1	0	2	0	2	
Total Volume	0	2	0	2	4	0	2	6	0	1	1	2	0	6	0	6	
% App. Total	0	100	0		66.7	0	33.3		0	50	50		0	100	0		
PHF	.000	.500	.000	.500	.500	.000	.500	.500	.000	.250	.250	.500	.000	.750	.000	.750	

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City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

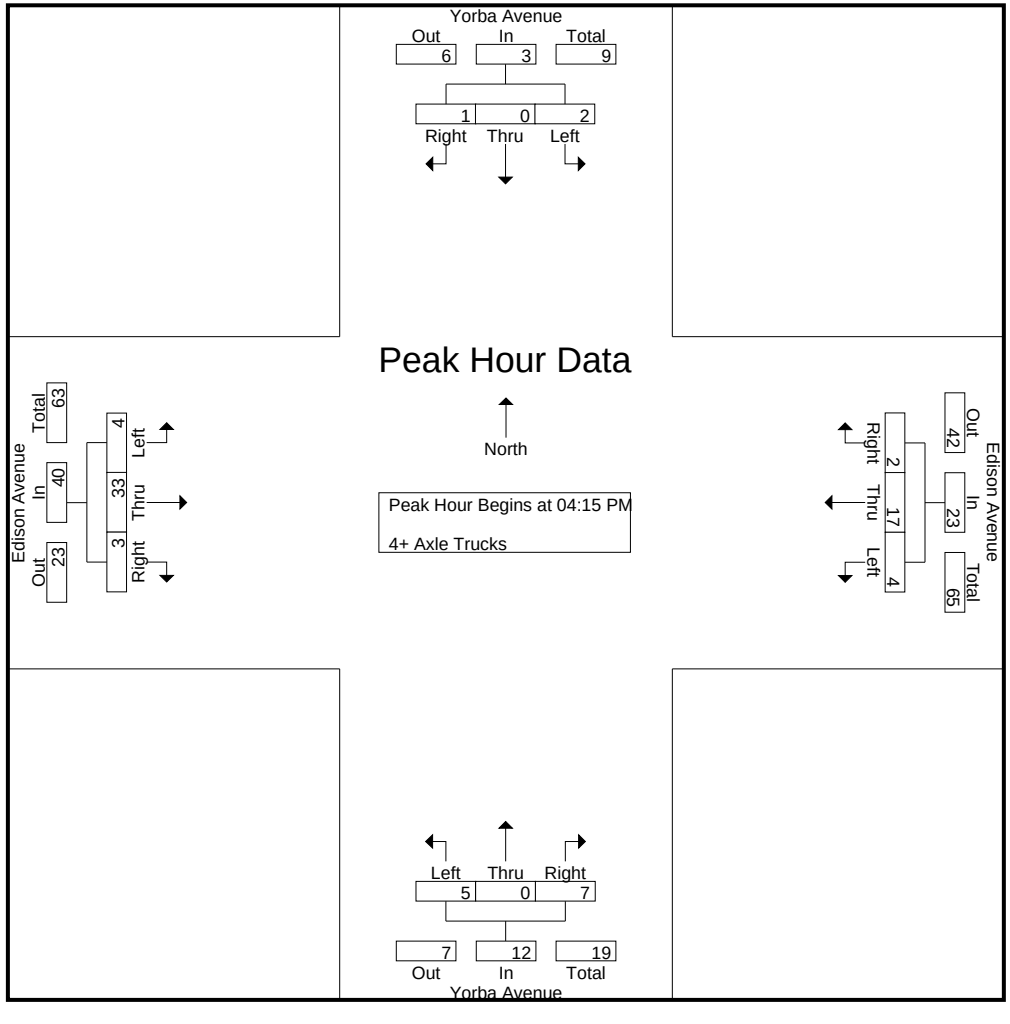
	Yorba Avenue Southbound					Edison Avenue Westbound					Yorba Avenue Northbound					Edison Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	1	2	1	3	1	10	0	0	11	1	17	18
04:15 PM	1	0	0	0	1	2	4	1	0	7	1	0	3	0	4	0	13	0	0	13	0	25	25
04:30 PM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	2	8	2	0	12	0	17	17
04:45 PM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	0	4	1	0	5	0	13	13
Total	2	0	0	0	2	4	14	2	0	20	3	1	5	1	9	3	35	3	0	41	1	72	73
05:00 PM	0	0	1	1	1	1	5	0	0	6	2	0	4	1	6	2	8	0	0	10	2	23	25
05:15 PM	1	0	0	0	1	2	1	0	0	3	1	0	1	1	2	0	6	2	0	8	1	14	15
05:30 PM	1	0	0	0	1	1	5	0	0	6	1	0	0	0	1	2	8	1	0	11	0	19	19
05:45 PM	3	0	0	0	3	4	2	0	0	6	0	0	3	2	3	0	4	0	0	4	2	16	18
Total	5	0	1	1	6	8	13	0	0	21	4	0	8	4	12	4	26	3	0	33	5	72	77
06:00 PM	0	0	0	0	0	0	3	2	0	5	0	0	1	1	1	0	7	0	0	7	1	13	14
06:15 PM	2	0	1	0	3	4	2	1	0	7	3	1	0	0	4	1	5	0	0	6	0	20	20
06:30 PM	0	0	0	0	0	0	3	0	0	3	3	0	2	0	5	0	5	2	0	7	0	15	15
06:45 PM	0	0	0	0	0	2	2	0	0	4	2	0	0	0	2	0	4	1	0	5	0	11	11
Total	2	0	1	0	3	6	10	3	0	19	8	1	3	1	12	1	21	3	0	25	1	59	60
Grand Total	9	0	2	1	11	18	37	5	0	60	15	2	16	6	33	8	82	9	0	99	7	203	210
Apprch %	81.8	0	18.2			30	61.7	8.3			45.5	6.1	48.5			8.1	82.8	9.1					
Total %	4.4	0	1		5.4	8.9	18.2	2.5		29.6	7.4	1	7.9		16.3	3.9	40.4	4.4		48.8	3.3	96.7	

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**1**	**2**	4	**1**	**7**	1	0	3	4	0	**13**	0	**13**	**25**
04:30 PM	0	0	0	0	1	3	0	4	1	0	0	1	**2**	8	**2**	12	17
04:45 PM	1	0	0	1	0	**5**	1	6	1	0	0	1	0	4	1	5	13
05:00 PM	0	0	**1**	1	1	5	0	6	**2**	0	**4**	**6**	2	8	0	10	23
Total Volume	2	0	1	3	4	17	2	23	5	0	7	12	4	33	3	40	78
% App. Total	66.7	0	33.3		17.4	73.9	8.7		41.7	0	58.3		10	82.5	7.5		
PHF	.500	.000	.250	.750	.500	.850	.500	.821	.625	.000	.438	.500	.500	.635	.375	.769	.780

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

City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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PO Box 1178
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(951)268-6268

City of Chino
N/S: Yorba Avenue
E/W: Edison Avenue
Weather: Clear

File Name : 10_CHN_Yor_Edi PM
Site Code : 05123310
Start Date : 4/4/2023

	Yorba Avenue Southbound				Edison Avenue Westbound				Yorba Avenue Northbound				Edison Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 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.	**1**	0	0	**1**	**2**	4	**1**	**7**	1	0	3	4	0	**13**	0	**13**	
+15 mins.	0	0	0	0	1	3	0	4	1	0	0	1	**2**	8	**2**	12	
+30 mins.	1	0	0	1	0	**5**	1	6	1	0	0	1	0	4	1	5	
+45 mins.	0	0	**1**	1	1	5	0	6	**2**	0	**4**	**6**	2	8	0	10	
Total Volume	2	0	1	3	4	17	2	23	5	0	7	12	4	33	3	40	
% App. Total	66.7	0	33.3		17.4	73.9	8.7		41.7	0	58.3		10	82.5	7.5		
PHF	.500	.000	.250	.750	.500	.850	.500	.821	.625	.000	.438	.500	.500	.635	.375	.769	

Location: Chino
N/S: Yorba Avenue
E/W: Edison Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Yorba Avenue Pedestrians	East Leg Edison Avenue Pedestrians	South Leg Yorba Avenue Pedestrians	West Leg Edison Avenue Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Yorba Avenue Pedestrians	East Leg Edison Avenue Pedestrians	South Leg Yorba Avenue Pedestrians	West Leg Edison Avenue Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

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Location: Chino
N/S: Yorba Avenue
E/W: Edison Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Yorba Avenue			Westbound Edison Avenue			Northbound Yorba Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	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	2	0	0	0	0	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	1	0	0	0	0	0	0	0	1	0	4

	Southbound Yorba Avenue			Westbound Edison Avenue			Northbound Yorba Avenue			Eastbound Edison Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	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
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	10	36	4	0	50	14	68	1	1	83	1	6	4	2	11	1	43	4	1	48	4	192	196
06:15 AM	5	38	9	3	52	17	96	1	0	114	1	6	3	2	10	0	41	5	1	46	6	222	228
06:30 AM	3	58	11	1	72	18	108	3	0	129	1	12	5	2	18	1	36	9	3	46	6	265	271
06:45 AM	5	60	6	0	71	36	124	3	0	163	3	16	12	3	31	5	50	12	1	67	4	332	336
Total	23	192	30	4	245	85	396	8	1	489	6	40	24	9	70	7	170	30	6	207	20	1011	1031
07:00 AM	5	26	8	3	39	18	114	6	0	138	2	23	9	5	34	2	61	5	1	68	9	279	288
07:15 AM	2	39	9	2	50	14	149	4	0	167	2	23	12	4	37	2	53	5	1	60	7	314	321
07:30 AM	11	38	13	3	62	22	151	7	1	180	3	28	5	3	36	3	60	8	0	71	7	349	356
07:45 AM	11	48	11	2	70	22	214	10	3	246	1	41	12	1	54	5	110	4	1	119	7	489	496
Total	29	151	41	10	221	76	628	27	4	731	8	115	38	13	161	12	284	22	3	318	30	1431	1461
08:00 AM	7	43	17	6	67	19	188	9	1	216	2	35	15	5	52	7	110	8	1	125	13	460	473
08:15 AM	13	28	12	2	53	22	189	7	2	218	4	30	10	2	44	8	134	14	5	156	11	471	482
08:30 AM	7	31	8	2	46	13	145	11	0	169	3	38	11	4	52	17	87	7	1	111	7	378	385
08:45 AM	9	31	7	0	47	16	140	11	4	167	3	26	7	3	36	6	104	6	0	116	7	366	373
Total	36	133	44	10	213	70	662	38	7	770	12	129	43	14	184	38	435	35	7	508	38	1675	1713
Grand Total	88	476	115	24	679	231	1686	73	12	1990	26	284	105	36	415	57	889	87	16	1033	88	4117	4205
Apprch %	13	70.1	16.9			11.6	84.7	3.7			6.3	68.4	25.3			5.5	86.1	8.4					
Total %	2.1	11.6	2.8		16.5	5.6	41	1.8		48.3	0.6	6.9	2.6		10.1	1.4	21.6	2.1		25.1	2.1	97.9	
Passenger Vehicles	84	464	110		681	213	1572	65		1860	18	268	82		397	57	822	78		971	0	0	3909
% Passenger Vehicles	95.5	97.5	95.7	95.8	96.9	92.2	93.2	89	83.3	92.9	69.2	94.4	78.1	80.6	88	100	92.5	89.7	87.5	92.6	0	0	93
Large 2 Axle Vehicles	4	12	4		21	6	74	7		89	3	13	5		22	0	45	6		53	0	0	185
% Large 2 Axle Vehicles	4.5	2.5	3.5	4.2	3	2.6	4.4	9.6	16.7	4.4	11.5	4.6	4.8	2.8	4.9	0	5.1	6.9	12.5	5.1	0	0	4.4
3 Axle Vehicles	0	0	0		0	6	14	1		21	5	1	7		15	0	8	2		10	0	0	46
% 3 Axle Vehicles	0	0	0	0	0	2.6	0.8	1.4	0	1	19.2	0.4	6.7	5.6	3.3	0	0.9	2.3	0	1	0	0	1.1
4+ Axle Trucks	0	0	1		1	6	26	0		32	0	2	11		17	0	14	1		15	0	0	65
% 4+ Axle Trucks	0	0	0.9	0	0.1	2.6	1.5	0	0	1.6	0	0.7	10.5	11.1	3.8	0	1.6	1.1	0	1.4	0	0	1.5

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

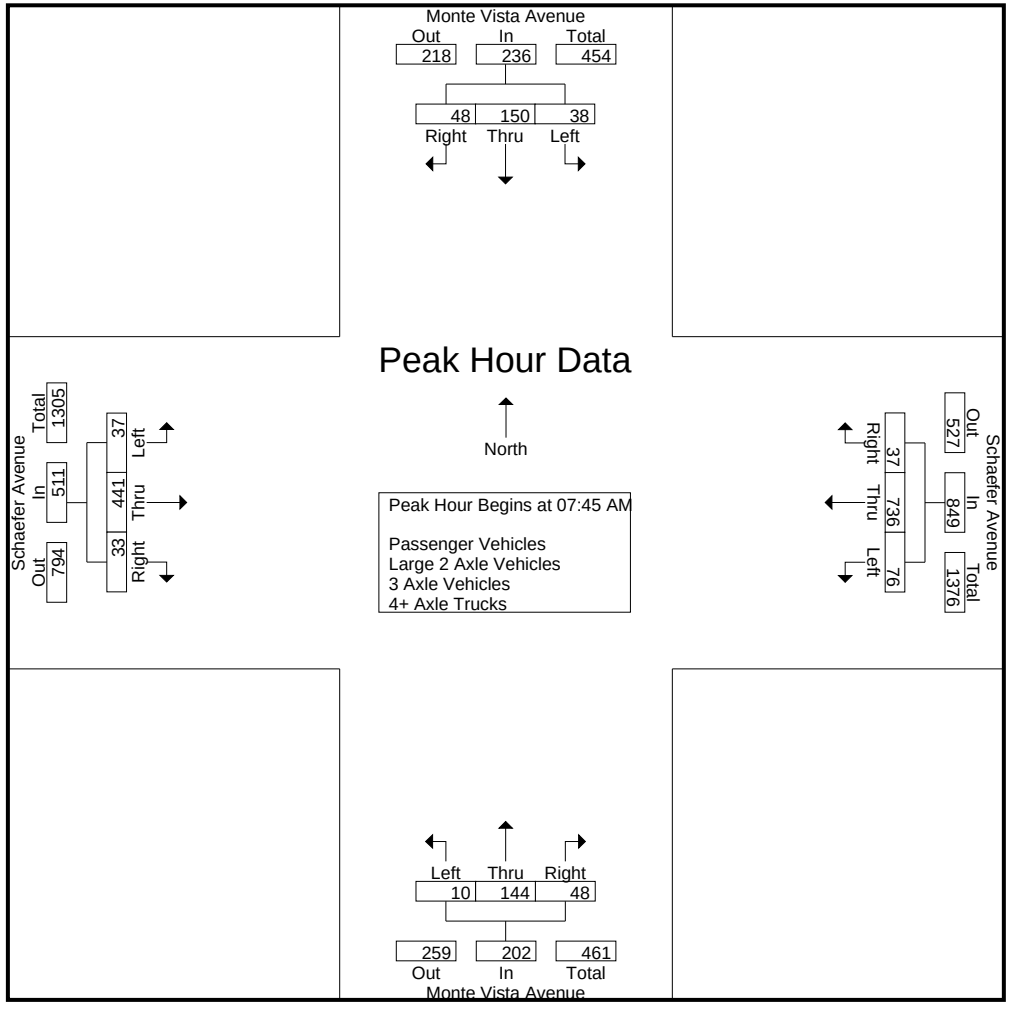
File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
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	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	11	**48**	11	**70**	**22**	**214**	10	**246**	1	**41**	12	**54**	5	110	4	119	**489**
08:00 AM	7	43	**17**	67	19	188	9	216	2	35	**15**	52	7	110	8	125	460
08:15 AM	**13**	28	12	53	22	189	7	218	**4**	30	10	44	8	**134**	**14**	**156**	471
08:30 AM	7	31	8	46	13	145	**11**	169	3	38	11	52	**17**	87	7	111	378
Total Volume	38	150	48	236	76	736	37	849	10	144	48	202	37	441	33	511	1798
% App. Total	16.1	63.6	20.3		9	86.7	4.4		5	71.3	23.8		7.2	86.3	6.5		
PHF	.731	.781	.706	.843	.864	.860	.841	.863	.625	.878	.800	.935	.544	.823	.589	.819	.919

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File Name : 11_CHN_MV_Sch AM
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File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
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	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:45 AM				07:45 AM				
+0 mins.	11	38	13	62	**22**	151	7	180	1	**41**	12	**54**	5	110	4	119	
+15 mins.	11	**48**	11	**70**	22	**214**	**10**	**246**	2	35	**15**	52	7	110	8	125	
+30 mins.	7	43	**17**	67	19	188	9	216	**4**	30	10	44	8	**134**	**14**	**156**	
+45 mins.	**13**	28	12	53	22	189	7	218	3	38	11	52	**17**	87	7	111	
Total Volume	42	157	53	252	85	742	33	860	10	144	48	202	37	441	33	511	
% App. Total	16.7	62.3	21		9.9	86.3	3.8		5	71.3	23.8		7.2	86.3	6.5		
PHF	.808	.818	.779	.900	.966	.867	.825	.874	.625	.878	.800	.935	.544	.823	.589	.819	

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File Name : 11_CHN_MV_Sch AM
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Groups Printed- Passenger Vehicles

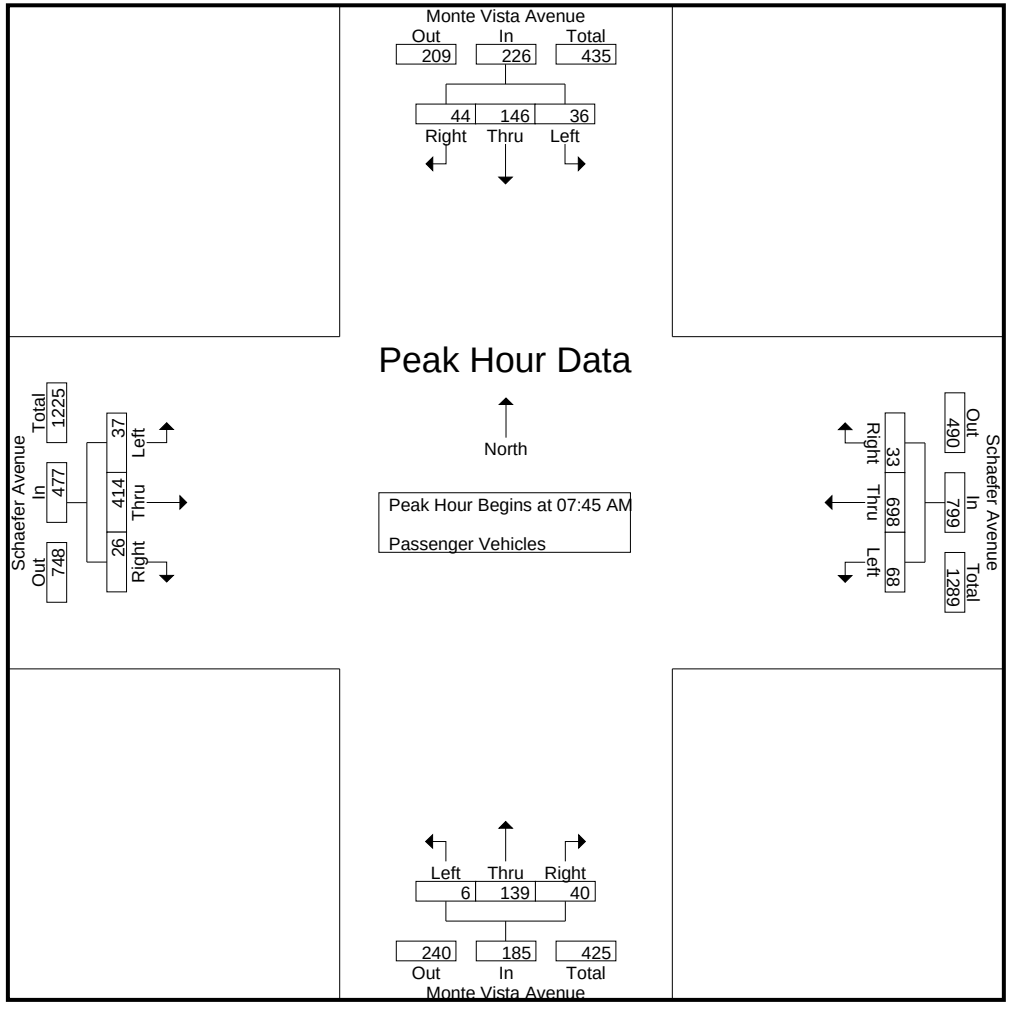
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	9	36	4	0	49	13	58	1	1	72	1	6	4	2	11	1	39	4	1	44	4	176	180
06:15 AM	5	36	9	3	50	15	87	1	0	103	0	6	1	1	7	0	36	5	1	41	5	201	206
06:30 AM	3	58	11	1	72	18	100	3	0	121	1	11	3	2	15	1	33	9	3	43	6	251	257
06:45 AM	5	58	6	0	69	33	114	2	0	149	2	14	10	3	26	5	45	11	0	61	3	305	308
Total	22	188	30	4	240	79	359	7	1	445	4	37	18	8	59	7	153	29	5	189	18	933	951
07:00 AM	5	25	7	2	37	18	102	6	0	126	2	22	7	5	31	2	56	4	1	62	8	256	264
07:15 AM	2	38	9	2	49	13	135	4	0	152	2	23	9	2	34	2	47	5	1	54	5	289	294
07:30 AM	11	37	13	3	61	20	144	5	1	169	1	25	3	1	29	3	56	8	0	67	5	326	331
07:45 AM	10	47	10	2	67	21	206	10	3	237	1	39	9	1	49	5	103	2	0	110	6	463	469
Total	28	147	39	9	214	72	587	25	4	684	6	109	28	9	143	12	262	19	2	293	24	1334	1358
08:00 AM	7	41	14	6	62	17	179	6	0	202	2	35	12	4	49	7	104	5	1	116	11	429	440
08:15 AM	13	28	12	2	53	21	181	6	2	208	2	28	10	2	40	8	124	13	5	145	11	446	457
08:30 AM	6	30	8	2	44	9	132	11	0	152	1	37	9	4	47	17	83	6	1	106	7	349	356
08:45 AM	8	30	7	0	45	15	134	10	3	159	3	22	5	2	30	6	96	6	0	108	5	342	347
Total	34	129	41	10	204	62	626	33	5	721	8	122	36	12	166	38	407	30	7	475	34	1566	1600
Grand Total	84	464	110	23	658	213	1572	65	10	1850	18	268	82	29	368	57	822	78	14	957	76	3833	3909
Apprch %	12.8	70.5	16.7			11.5	85	3.5			4.9	72.8	22.3			6	85.9	8.2					
Total %	2.2	12.1	2.9		17.2	5.6	41	1.7		48.3	0.5	7	2.1		9.6	1.5	21.4	2		25	1.9	98.1	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	**47**	10	**67**	**21**	**206**	10	**237**	1	**39**	9	**49**	5	103	2	110	**463**
08:00 AM	7	41	**14**	62	17	179	6	202	**2**	35	**12**	49	7	104	5	116	429
08:15 AM	**13**	28	12	53	21	181	6	208	2	28	10	40	8	**124**	**13**	**145**	446
08:30 AM	6	30	8	44	9	132	**11**	152	1	37	9	47	**17**	83	6	106	349
Total Volume	36	146	44	226	68	698	33	799	6	139	40	185	37	414	26	477	1687
% App. Total	15.9	64.6	19.5		8.5	87.4	4.1		3.2	75.1	21.6		7.8	86.8	5.5		
PHF	.692	.777	.786	.843	.810	.847	.750	.843	.750	.891	.833	.944	.544	.835	.500	.822	.911

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File Name : 11_CHN_MV_Sch AM
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	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	10	**47**	10	**67**	**21**	**206**	10	**237**	1	**39**	9	**49**	5	103	2	110	
+15 mins.	7	41	**14**	62	17	179	6	202	**2**	35	**12**	49	7	104	5	116	
+30 mins.	**13**	28	12	53	21	181	6	208	2	28	10	40	8	**124**	**13**	**145**	
+45 mins.	6	30	8	44	9	132	**11**	152	1	37	9	47	**17**	83	6	106	
Total Volume	36	146	44	226	68	698	33	799	6	139	40	185	37	414	26	477	
% App. Total	15.9	64.6	19.5		8.5	87.4	4.1		3.2	75.1	21.6		7.8	86.8	5.5		
PHF	.692	.777	.786	.843	.810	.847	.750	.843	.750	.891	.833	.944	.544	.835	.500	.822	

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File Name : 11_CHN_MV_Sch AM
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Groups Printed- Large 2 Axle Vehicles

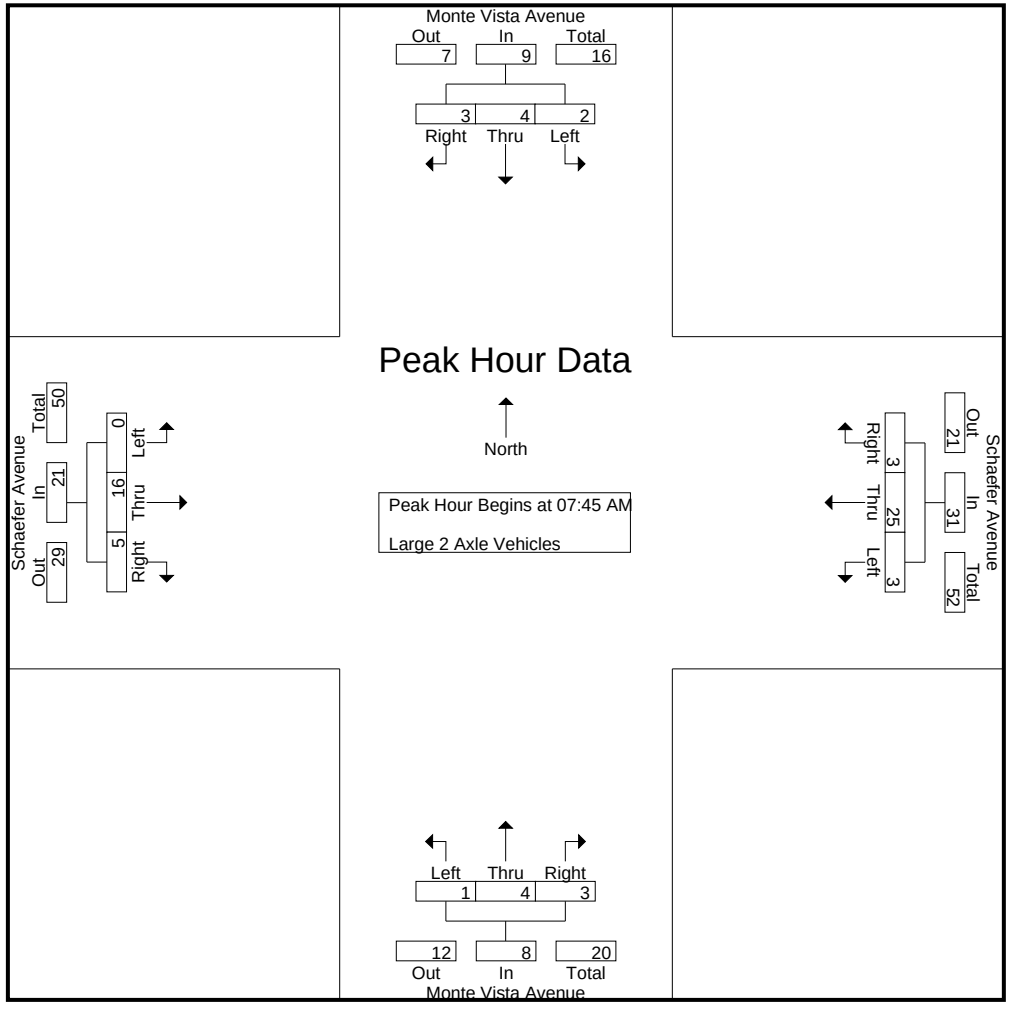
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	8	8
06:15 AM	0	2	0	0	2	0	8	0	0	8	1	0	0	0	1	0	5	0	0	5	0	16	16
06:30 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	2	0	0	2	0	9	9
06:45 AM	0	2	0	0	2	2	7	1	0	10	0	2	0	0	2	0	4	1	1	5	1	19	20
Total	1	4	0	0	5	2	25	1	0	28	1	3	0	0	4	0	14	1	1	15	1	52	53
07:00 AM	0	1	1	1	2	0	10	0	0	10	0	0	1	0	1	0	4	0	0	4	1	17	18
07:15 AM	0	1	0	0	1	0	10	0	0	10	0	0	1	1	1	0	3	0	0	3	1	15	16
07:30 AM	0	1	0	0	1	1	4	2	0	7	1	2	0	0	3	0	3	0	0	3	0	14	14
07:45 AM	1	1	1	0	3	1	3	0	0	4	0	2	1	0	3	0	6	2	1	8	1	18	19
Total	1	4	2	1	7	2	27	2	0	31	1	4	3	1	8	0	16	2	1	18	3	64	67
08:00 AM	0	2	2	0	4	1	6	2	1	9	0	0	2	0	2	0	3	1	0	4	1	19	20
08:15 AM	0	0	0	0	0	0	6	1	0	7	1	1	0	0	2	0	6	1	0	7	0	16	16
08:30 AM	1	1	0	0	2	1	10	0	0	11	0	1	0	0	1	0	1	1	0	2	0	16	16
08:45 AM	1	1	0	0	2	0	0	1	1	1	0	4	0	0	4	0	5	0	0	5	1	12	13
Total	2	4	2	0	8	2	22	4	2	28	1	6	2	0	9	0	15	3	0	18	2	63	65
Grand Total	4	12	4	1	20	6	74	7	2	87	3	13	5	1	21	0	45	6	2	51	6	179	185
Apprch %	20	60	20			6.9	85.1	8			14.3	61.9	23.8			0	88.2	11.8					
Total %	2.2	6.7	2.2		11.2	3.4	41.3	3.9		48.6	1.7	7.3	2.8		11.7	0	25.1	3.4		28.5	3.2	96.8	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	1	1	3	**1**	3	0	4	0	**2**	1	**3**	0	**6**	**2**	**8**	18
08:00 AM	0	**2**	**2**	**4**	1	6	**2**	9	0	0	**2**	2	0	3	1	4	**19**
08:15 AM	0	0	0	0	0	6	1	7	**1**	1	0	2	0	6	1	7	16
08:30 AM	1	1	0	2	1	**10**	0	**11**	0	1	0	1	0	1	1	2	16
Total Volume	2	4	3	9	3	25	3	31	1	4	3	8	0	16	5	21	69
% App. Total	22.2	44.4	33.3		9.7	80.6	9.7		12.5	50	37.5		0	76.2	23.8		
PHF	.500	.500	.375	.563	.750	.625	.375	.705	.250	.500	.375	.667	.000	.667	.625	.656	.908

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	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	**1**	1	1	3	**1**	3	0	4	0	**2**	1	**3**	0	**6**	**2**	**8**	
+15 mins.	0	**2**	**2**	**4**	1	6	**2**	9	0	0	**2**	2	0	3	1	4	
+30 mins.	0	0	0	0	0	6	1	7	**1**	1	0	2	0	6	1	7	
+45 mins.	1	1	0	2	1	**10**	0	**11**	0	1	0	1	0	1	1	2	
Total Volume	2	4	3	9	3	25	3	31	1	4	3	8	0	16	5	21	
% App. Total	22.2	44.4	33.3		9.7	80.6	9.7		12.5	50	37.5		0	76.2	23.8		
PHF	.500	.500	.375	.563	.750	.625	.375	.705	.250	.500	.375	.667	.000	.667	.625	.656	

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Page No : 1

Groups Printed- 3 Axle Vehicles

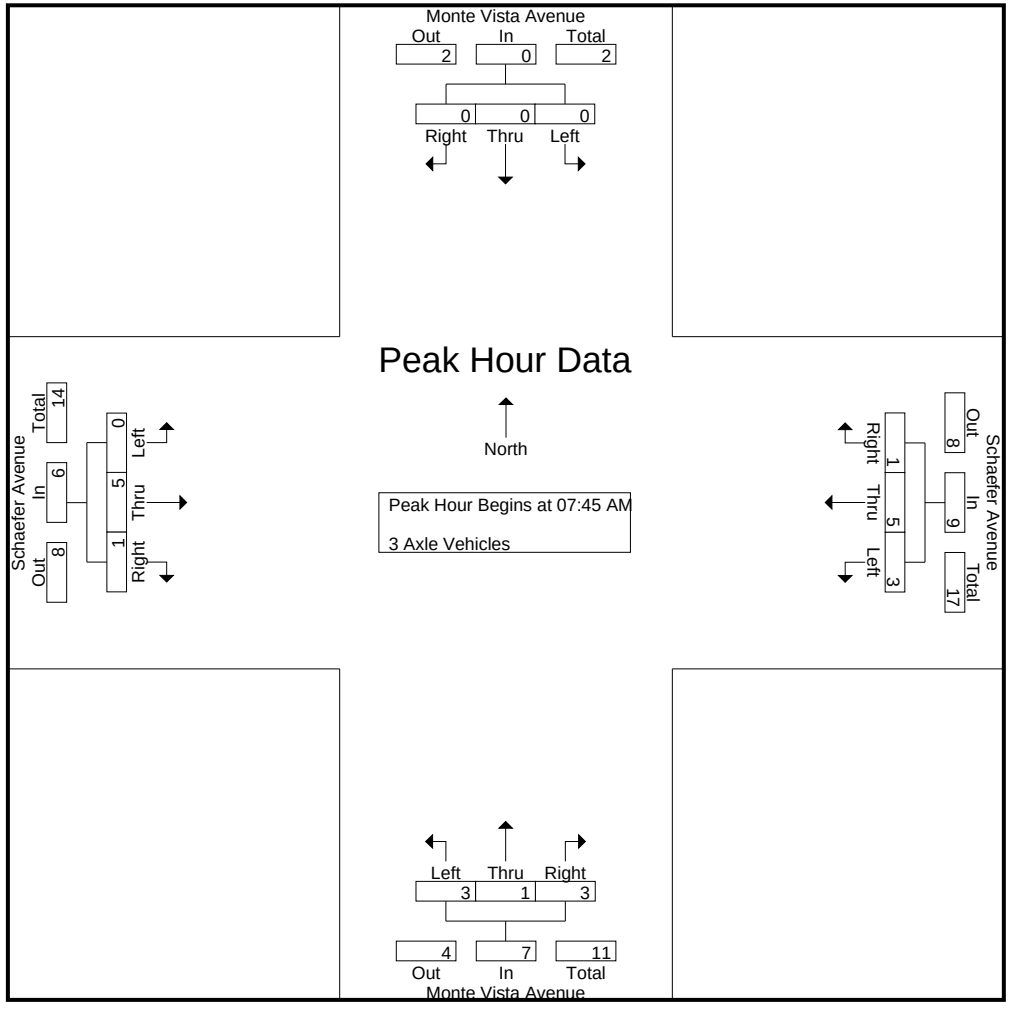
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
06:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	5	5
Total	0	0	0	0	0	1	5	0	0	6	1	0	2	0	3	0	1	0	0	1	0	10	10
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	1	1	0	0	2	1	0	1	1	2	0	0	0	0	0	1	4	5
07:45 AM	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	1	5	0	0	6	1	0	2	1	3	0	2	1	0	3	1	12	13
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	1	1	1	0	0	1	0	1	1	4	5
08:15 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	3	0	0	3	0	7	7
08:30 AM	0	0	0	0	0	2	1	0	0	3	2	0	2	0	4	0	1	0	0	1	0	8	8
08:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	0	0	0	0	0	4	4	1	0	9	3	1	3	1	7	0	5	1	0	6	1	22	23
Grand Total	0	0	0	0	0	6	14	1	0	21	5	1	7	2	13	0	8	2	0	10	2	44	46
Apprch %	0	0	0			28.6	66.7	4.8			38.5	7.7	53.8			0	80	20					
Total %	0	0	0		0	13.6	31.8	2.3		47.7	11.4	2.3	15.9		29.5	0	18.2	4.5		22.7	4.3	95.7	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	1	**1**	2	0	0	1	1	0	0	**1**	1	4
08:15 AM	0	0	0	0	1	1	0	2	1	**1**	0	2	0	**3**	0	**3**	7
08:30 AM	0	0	0	0	**2**	1	0	**3**	**2**	0	**2**	**4**	0	1	0	1	**8**
Total Volume	0	0	0	0	3	5	1	9	3	1	3	7	0	5	1	6	22
% App. Total	0	0	0		33.3	55.6	11.1		42.9	14.3	42.9		0	83.3	16.7		
PHF	.000	.000	.000	.000	.375	.625	.250	.750	.375	.250	.375	.438	.000	.417	.250	.500	.688

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
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Weather: Clear

File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	1	**1**	2	0	0	1	1	0	0	**1**	1	
+30 mins.	0	0	0	0	1	1	0	2	1	**1**	0	2	0	**3**	0	**3**	
+45 mins.	0	0	0	0	**2**	1	0	**3**	**2**	0	**2**	**4**	0	1	0	1	
Total Volume	0	0	0	0	3	5	1	9	3	1	3	7	0	5	1	6	
% App. Total	0	0	0		33.3	55.6	11.1		42.9	14.3	42.9		0	83.3	16.7		
PHF	.000	.000	.000	.000	.375	.625	.250	.750	.375	.250	.375	.438	.000	.417	.250	.500	

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City of Chino
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File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
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Groups Printed- 4+ Axle Trucks

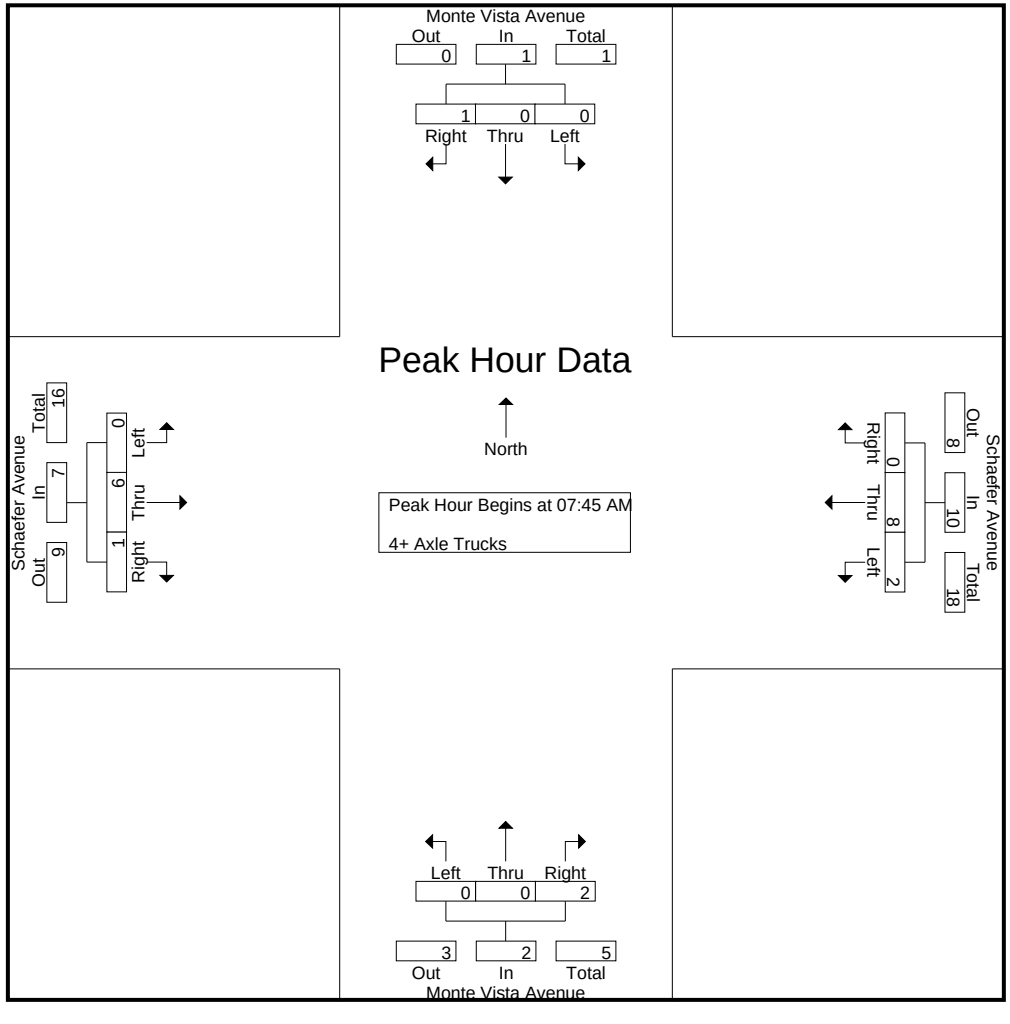
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:00 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	1	2	3
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	5	5
06:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	3	7	0	0	10	0	0	4	1	4	0	2	0	0	2	1	16	17
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	4	4
07:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	1	1	1	0	2	0	0	2	1	7	8
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	1	1	2	0	1	0	0	1	1	5	6
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	1	9	0	0	10	0	2	5	2	7	0	4	0	0	4	2	21	23
08:00 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	0	8	8
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	1	2	0	2	0	0	2	1	9	10
Total	0	0	1	0	1	2	10	0	0	12	0	0	2	1	2	0	8	1	0	9	1	24	25
Grand Total	0	0	1	0	1	6	26	0	0	32	0	2	11	4	13	0	14	1	0	15	4	61	65
Apprch %	0	0	100			18.8	81.2	0			0	15.4	84.6			0	93.3	6.7					
Total %	0	0	1.6		1.6	9.8	42.6	0		52.5	0	3.3	18		21.3	0	23	1.6		24.6	6.2	93.8	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**3**	0	**3**	0	0	**2**	**2**	0	0	0	0	5
08:00 AM	0	0	**1**	**1**	**1**	2	0	3	0	0	0	0	0	**3**	**1**	**4**	**8**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	1	1	2	8	0	10	0	0	2	2	0	6	1	7	20
% App. Total	0	0	100		20	80	0		0	0	100		0	85.7	14.3		
PHF	.000	.000	.250	.250	.500	.667	.000	.833	.000	.000	.250	.250	.000	.500	.250	.438	.625

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City of Chino
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Weather: Clear

File Name : 11_CHN_MV_Sch AM
Site Code : 05123310
Start Date : 4/4/2023
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Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:45 AM				07:45 AM				07:45 AM				
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	**2**	**2**	0	0	0	0	
+15 mins.	0	0	**1**	**1**	**1**	2	0	3	0	0	0	0	0	**3**	**1**	**4**	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	
Total Volume	0	0	1	1	2	8	0	10	0	0	2	2	0	6	1	7	
% App. Total	0	0	100		20	80	0		0	0	100		0	85.7	14.3		
PHF	.000	.000	.250	.250	.500	.667	.000	.833	.000	.000	.250	.250	.000	.500	.250	.438	

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File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

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

	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	17	44	12	4	73	10	143	9	2	162	6	69	31	9	106	14	252	4	2	270	17	611	628
04:15 PM	6	35	7	2	48	14	123	9	2	146	8	56	21	8	85	11	184	2	0	197	12	476	488
04:30 PM	13	54	14	6	81	20	177	4	2	201	5	67	33	9	105	12	200	2	0	214	17	601	618
04:45 PM	18	45	11	4	74	13	141	12	3	166	6	70	23	5	99	14	199	4	1	217	13	556	569
Total	54	178	44	16	276	57	584	34	9	675	25	262	108	31	395	51	835	12	3	898	59	2244	2303
05:00 PM	15	45	12	4	72	9	182	6	2	197	7	65	36	14	108	12	203	2	1	217	21	594	615
05:15 PM	20	27	9	3	56	10	136	5	2	151	13	53	30	14	96	15	173	5	0	193	19	496	515
05:30 PM	15	40	5	1	60	4	162	5	1	171	3	72	18	5	93	9	206	1	1	216	8	540	548
05:45 PM	17	52	7	2	76	4	100	3	1	107	2	64	20	7	86	7	176	1	0	184	10	453	463
Total	67	164	33	10	264	27	580	19	6	626	25	254	104	40	383	43	758	9	2	810	58	2083	2141
06:00 PM	11	38	8	2	57	8	126	12	2	146	2	67	21	10	90	9	164	1	1	174	15	467	482
06:15 PM	9	27	6	1	42	5	117	2	0	124	3	40	22	9	65	6	171	6	1	183	11	414	425
06:30 PM	4	34	8	3	46	11	110	6	1	127	0	50	14	8	64	4	122	3	0	129	12	366	378
06:45 PM	12	29	8	1	49	6	74	6	2	86	8	34	13	9	55	14	109	0	0	123	12	313	325
Total	36	128	30	7	194	30	427	26	5	483	13	191	70	36	274	33	566	10	2	609	50	1560	1610
Grand Total	157	470	107	33	734	114	1591	79	20	1784	63	707	282	107	1052	127	2159	31	7	2317	167	5887	6054
Apprch %	21.4	64	14.6			6.4	89.2	4.4			6	67.2	26.8			5.5	93.2	1.3					
Total %	2.7	8	1.8		12.5	1.9	27	1.3		30.3	1.1	12	4.8		17.9	2.2	36.7	0.5		39.4	2.8	97.2	
Passenger Vehicles	153	462	105		753	111	1545	78		1754	58	698	263		1124	126	2057	24		2214	0	0	5845
% Passenger Vehicles	97.5	98.3	98.1	100	98.2	97.4	97.1	98.7	100	97.2	92.1	98.7	93.3	98.1	97	99.2	95.3	77.4	100	95.3	0	0	96.5
Large 2 Axle Vehicles	3	8	1		12	1	17	1		19	2	8	5		15	0	33	4		37	0	0	83
% Large 2 Axle Vehicles	1.9	1.7	0.9	0	1.6	0.9	1.1	1.3	0	1.1	3.2	1.1	1.8	0	1.3	0	1.5	12.9	0	1.6	0	0	1.4
3 Axle Vehicles	0	0	0		0	1	12	0		13	2	0	3		6	0	43	1		44	0	0	63
% 3 Axle Vehicles	0	0	0	0	0	0.9	0.8	0	0	0.7	3.2	0	1.1	0.9	0.5	0	2	3.2	0	1.9	0	0	1
4+ Axle Trucks	1	0	1		2	1	17	0		18	1	1	11		14	1	26	2		29	0	0	63
% 4+ Axle Trucks	0.6	0	0.9	0	0.3	0.9	1.1	0	0	1	1.6	0.1	3.9	0.9	1.2	0.8	1.2	6.5	0	1.2	0	0	1

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Weather: Clear

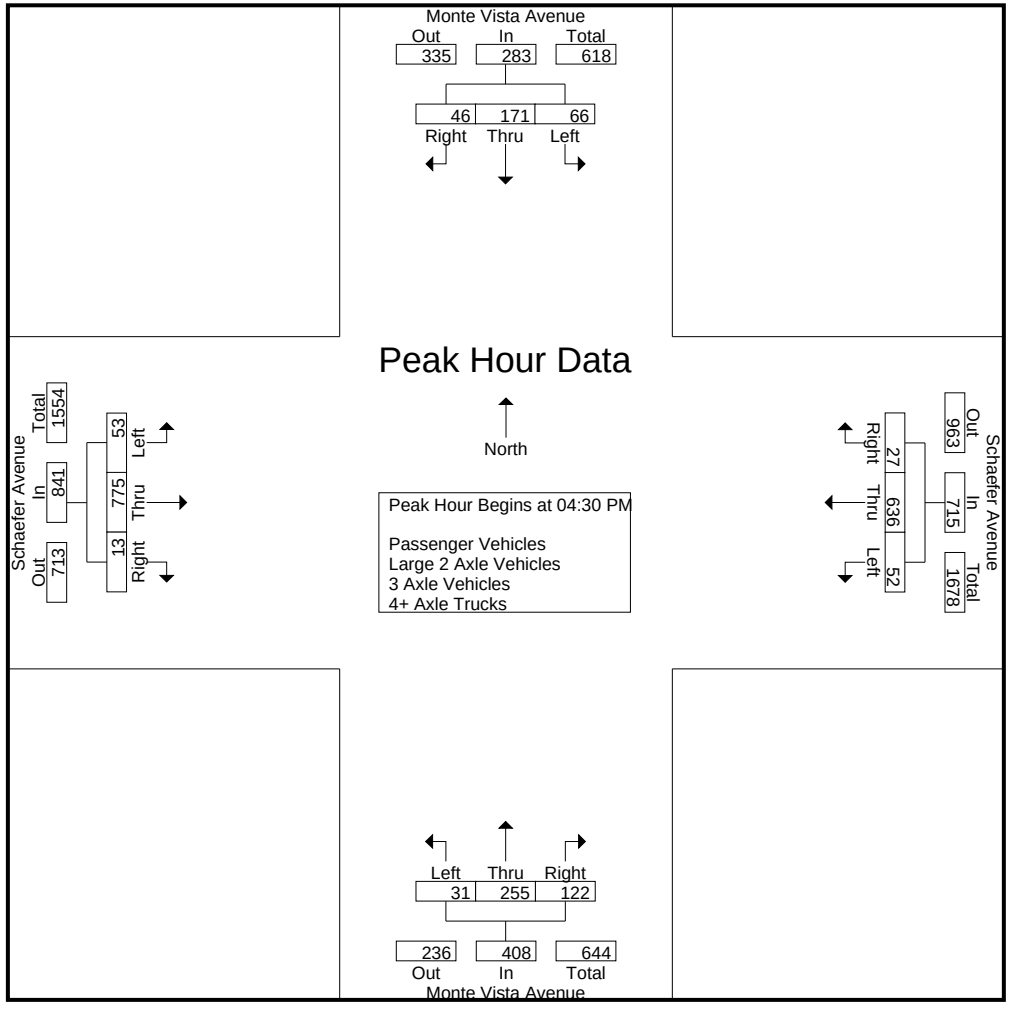
File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	**54**	**14**	**81**	**20**	177	4	**201**	5	67	33	105	12	200	2	214	**601**
04:45 PM	18	45	11	74	13	141	**12**	166	6	**70**	23	99	14	199	4	**217**	556
05:00 PM	15	45	12	72	9	**182**	6	197	7	65	**36**	**108**	12	**203**	2	217	594
05:15 PM	**20**	27	9	56	10	136	5	151	**13**	53	30	96	**15**	173	**5**	193	496
Total Volume	66	171	46	283	52	636	27	715	31	255	122	408	53	775	13	841	2247
% App. Total	23.3	60.4	16.3		7.3	89	3.8		7.6	62.5	29.9		6.3	92.2	1.5		
PHF	.825	.792	.821	.873	.650	.874	.563	.889	.596	.911	.847	.944	.883	.954	.650	.969	.935

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File Name : 11_CHN_MV_Sch PM
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Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 4

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:00 PM				
+0 mins.	13	**54**	**14**	**81**	**20**	177	4	**201**	5	67	33	105	**14**	**252**	**4**	**270**	
+15 mins.	18	45	11	74	13	141	**12**	166	6	**70**	23	99	11	184	2	197	
+30 mins.	15	45	12	72	9	**182**	6	197	7	65	**36**	**108**	12	200	2	214	
+45 mins.	**20**	27	9	56	10	136	5	151	**13**	53	30	96	14	199	4	217	
Total Volume	66	171	46	283	52	636	27	715	31	255	122	408	51	835	12	898	
% App. Total	23.3	60.4	16.3		7.3	89	3.8		7.6	62.5	29.9		5.7	93	1.3		
PHF	.825	.792	.821	.873	.650	.874	.563	.889	.596	.911	.847	.944	.911	.828	.750	.831	

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Site Code : 05123310
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Groups Printed- Passenger Vehicles

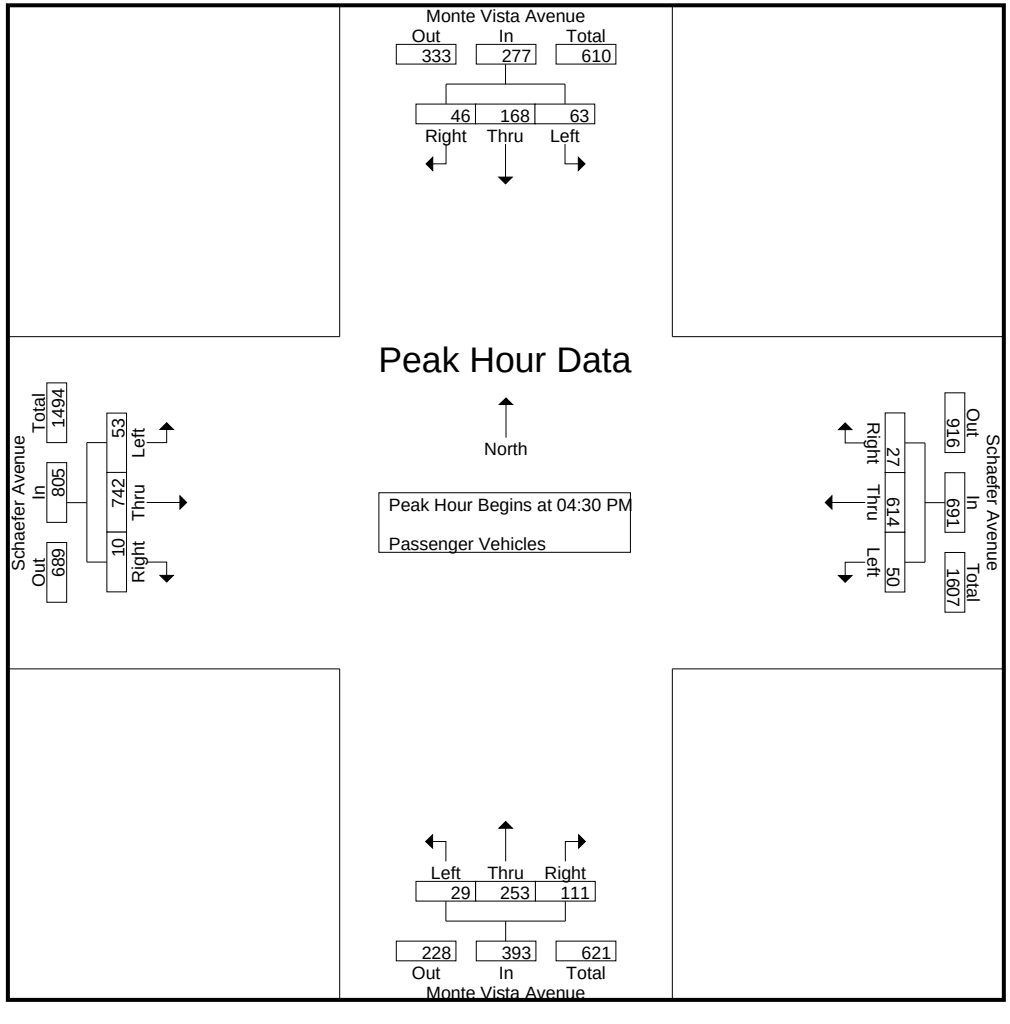
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	16	43	11	4	70	10	137	8	2	155	5	68	28	9	101	14	238	4	2	256	17	582	599
04:15 PM	6	33	6	2	45	14	113	9	2	136	7	53	20	8	80	11	165	0	0	176	12	437	449
04:30 PM	12	52	14	6	78	19	169	4	2	192	5	66	31	9	102	12	194	2	0	208	17	580	597
04:45 PM	16	45	11	4	72	12	133	12	3	157	6	70	19	5	95	14	186	3	1	203	13	527	540
Total	50	173	42	16	265	55	552	33	9	640	23	257	98	31	378	51	783	9	3	843	59	2126	2185
05:00 PM	15	45	12	4	72	9	178	6	2	193	6	64	33	13	103	12	194	1	1	207	20	575	595
05:15 PM	20	26	9	3	55	10	134	5	2	149	12	53	28	13	93	15	168	4	0	187	18	484	502
05:30 PM	15	40	5	1	60	4	160	5	1	169	3	72	17	5	92	9	201	1	1	211	8	532	540
05:45 PM	17	52	7	2	76	4	99	3	1	106	2	64	20	7	86	7	164	1	0	172	10	440	450
Total	67	163	33	10	263	27	571	19	6	617	23	253	98	38	374	43	727	7	2	777	56	2031	2087
06:00 PM	11	37	8	2	56	8	125	12	2	145	1	67	20	10	88	9	160	1	1	170	15	459	474
06:15 PM	9	26	6	1	41	5	116	2	0	123	3	38	20	9	61	6	163	4	1	173	11	398	409
06:30 PM	4	34	8	3	46	11	109	6	1	126	0	49	14	8	63	3	115	3	0	121	12	356	368
06:45 PM	12	29	8	1	49	5	72	6	2	83	8	34	13	9	55	14	109	0	0	123	12	310	322
Total	36	126	30	7	192	29	422	26	5	477	12	188	67	36	267	32	547	8	2	587	50	1523	1573
Grand Total	153	462	105	33	720	111	1545	78	20	1734	58	698	263	105	1019	126	2057	24	7	2207	165	5680	5845
Apprch %	21.2	64.2	14.6			6.4	89.1	4.5			5.7	68.5	25.8			5.7	93.2	1.1					
Total %	2.7	8.1	1.8		12.7	2	27.2	1.4		30.5	1	12.3	4.6		17.9	2.2	36.2	0.4		38.9	2.8	97.2	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	**52**	**14**	**78**	**19**	169	4	192	5	66	31	102	12	**194**	2	**208**	**580**
04:45 PM	16	45	11	72	12	133	**12**	157	6	**70**	19	95	14	186	3	203	527
05:00 PM	15	45	12	72	9	**178**	6	**193**	6	64	**33**	**103**	12	194	1	207	575
05:15 PM	**20**	26	9	55	10	134	5	149	**12**	53	28	93	**15**	168	**4**	187	484
Total Volume	63	168	46	277	50	614	27	691	29	253	111	393	53	742	10	805	2166
% App. Total	22.7	60.6	16.6		7.2	88.9	3.9		7.4	64.4	28.2		6.6	92.2	1.2		
PHF	.788	.808	.821	.888	.658	.862	.563	.895	.604	.904	.841	.954	.883	.956	.625	.968	.934

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

City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	12	**52**	**14**	**78**	**19**	169	4	192	5	66	31	102	12	**194**	2	**208**	
+15 mins.	16	45	11	72	12	133	**12**	157	6	**70**	19	95	14	186	3	203	
+30 mins.	15	45	12	72	9	**178**	6	**193**	6	64	**33**	**103**	12	194	1	207	
+45 mins.	**20**	26	9	55	10	134	5	149	**12**	53	28	93	**15**	168	**4**	187	
Total Volume	63	168	46	277	50	614	27	691	29	253	111	393	53	742	10	805	
% App. Total	22.7	60.6	16.6		7.2	88.9	3.9		7.4	64.4	28.2		6.6	92.2	1.2		
PHF	.788	.808	.821	.888	.658	.862	.563	.895	.604	.904	.841	.954	.883	.956	.625	.968	

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

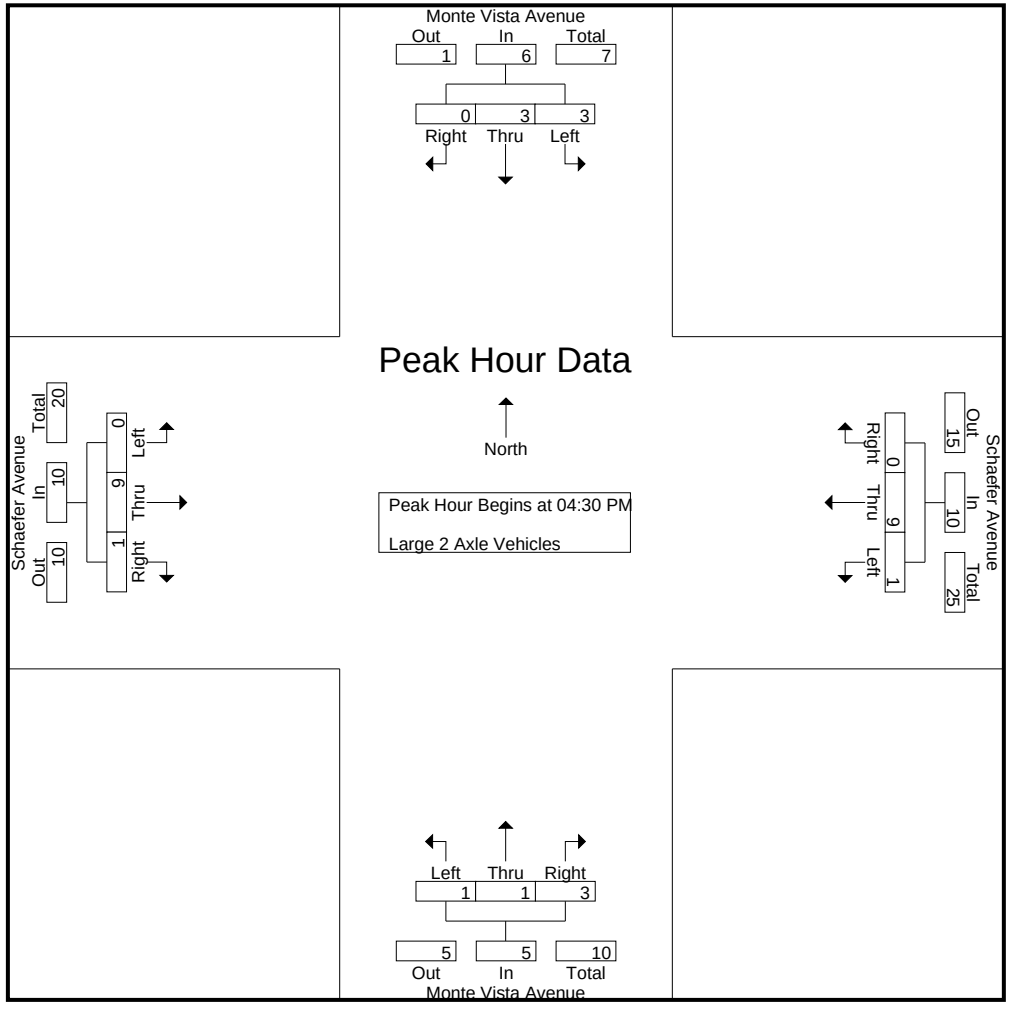
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	0	2	0	2	1	0	3	0	1	1	0	2	0	6	0	0	6	0	13	13
04:15 PM	0	2	0	0	2	0	5	0	0	5	1	3	1	0	5	0	8	2	0	10	0	22	22
04:30 PM	1	2	0	0	3	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	0	12	12
04:45 PM	2	0	0	0	2	0	2	0	0	2	0	0	3	0	3	0	4	1	0	5	0	12	12
Total	3	5	1	0	9	1	12	1	0	14	1	5	5	0	11	0	22	3	0	25	0	59	59
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
05:15 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	0	11	11
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	1	0	4	0	7	7
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	4	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	6	1	0	7	0	13	13
Grand Total	3	8	1	0	12	1	17	1	0	19	2	8	5	0	15	0	33	4	0	37	0	83	83
Apprch %	25	66.7	8.3			5.3	89.5	5.3			13.3	53.3	33.3			0	89.2	10.8					
Total %	3.6	9.6	1.2		14.5	1.2	20.5	1.2		22.9	2.4	9.6	6		18.1	0	39.8	4.8		44.6	0	100	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	**2**	0	**3**	**1**	**3**	0	**4**	0	**1**	0	1	0	**4**	0	4	**12**
04:45 PM	**2**	0	0	2	0	2	0	2	0	0	**3**	**3**	0	4	**1**	**5**	12
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	2	0	2	**1**	0	0	1	0	0	0	0	4
Total Volume	3	3	0	6	1	9	0	10	1	1	3	5	0	9	1	10	31
% App. Total	50	50	0		10	90	0		20	20	60		0	90	10		
PHF	.375	.375	.000	.500	.250	.750	.000	.625	.250	.250	.250	.417	.000	.563	.250	.500	.646

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	1	**2**	0	**3**	**1**	**3**	0	**4**	0	**1**	0	1	0	**4**	0	4	
+15 mins.	**2**	0	0	2	0	2	0	2	0	0	**3**	**3**	0	4	**1**	**5**	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+45 mins.	0	1	0	1	0	2	0	2	**1**	0	0	1	0	0	0	0	
Total Volume	3	3	0	6	1	9	0	10	1	1	3	5	0	9	1	10	
% App. Total	50	50	0		10	90	0		20	20	60		0	90	10		
PHF	.375	.375	.000	.500	.250	.750	.000	.625	.250	.250	.250	.417	.000	.563	.250	.500	

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

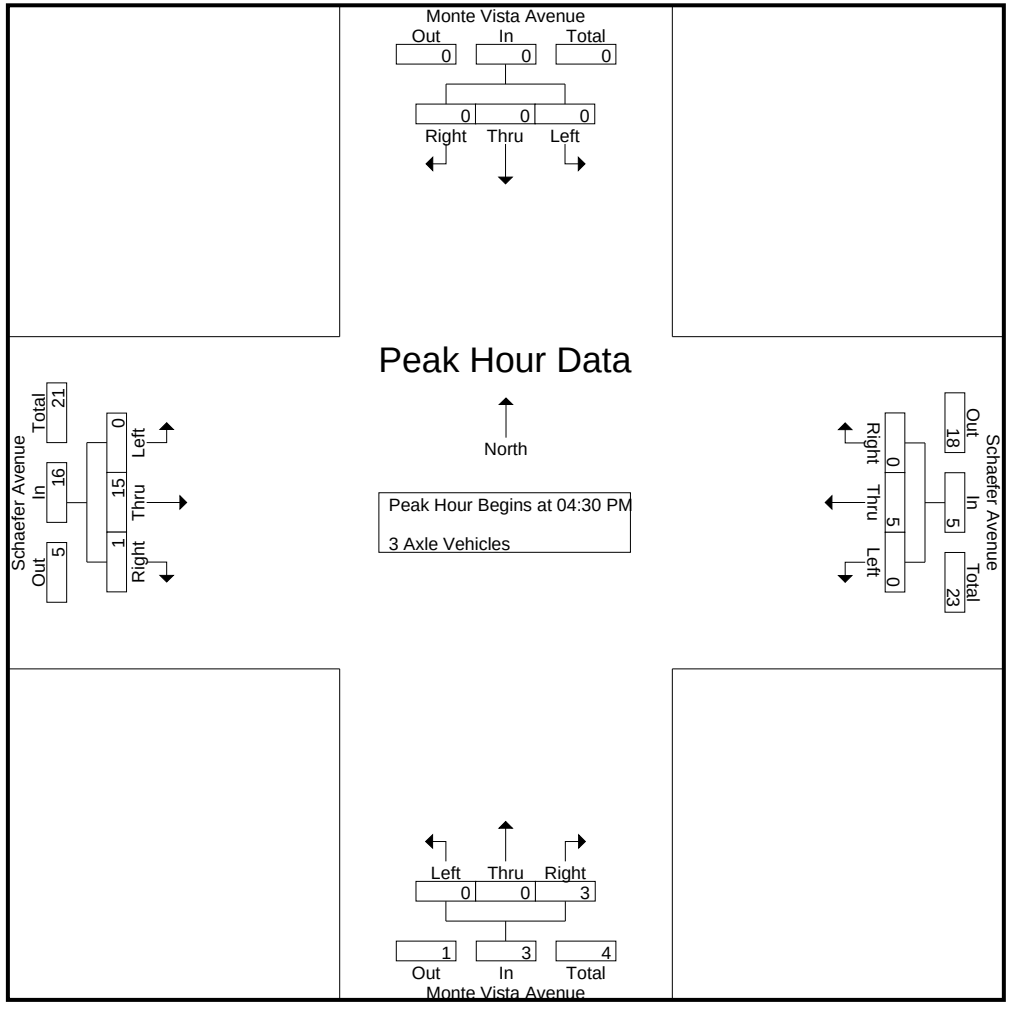
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	8	8
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	10	10
Total	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	16	0	0	16	0	27	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	4	0	0	4	1	6	7
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8	8
Total	0	0	0	0	0	0	1	0	0	1	0	0	2	1	2	0	17	1	0	18	1	21	22
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
06:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	10	0	0	10	0	14	14
Grand Total	0	0	0	0	0	1	12	0	0	13	2	0	3	1	5	0	43	1	0	44	1	62	63
Apprch %	0	0	0			7.7	92.3	0			40	0	60			0	97.7	2.3					
Total %	0	0	0		0	1.6	19.4	0		21	3.2	0	4.8		8.1	0	69.4	1.6		71	1.6	98.4	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**7**	0	**7**	**10**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	**1**	5	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	4	0	4	6
Total Volume	0	0	0	0	0	5	0	5	0	0	3	3	0	15	1	16	24
% App. Total	0	0	0		0	100	0		0	0	100		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.375	.375	.000	.536	.250	.571	.600

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
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File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**7**	0	**7**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	**1**	5	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	4	0	4	
Total Volume	0	0	0	0	0	5	0	5	0	0	3	3	0	15	1	16	
% App. Total	0	0	0		0	100	0		0	0	100		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.375	.375	.000	.536	.250	.571	

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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

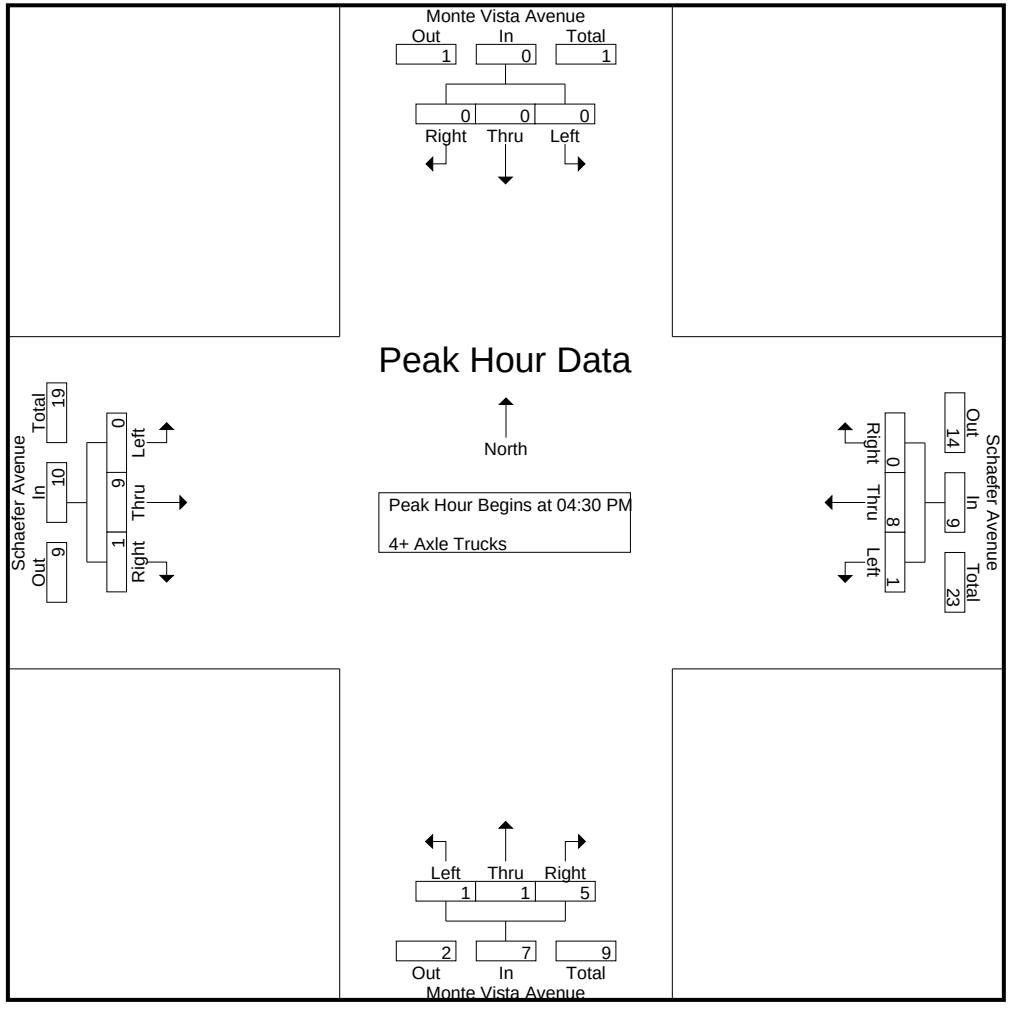
	Monte Vista Avenue Southbound					Schaefer Avenue Westbound					Monte Vista Avenue Northbound					Schaefer Avenue Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	0	8	8
04:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	11	11
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	6	6
04:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	0	7	7
Total	1	0	1	0	2	1	11	0	0	12	0	0	4	0	4	0	14	0	0	14	0	32	32
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	1	3	1	5	0	4	0	0	4	1	11	12
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	4	4
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	3
Total	0	0	0	0	0	0	4	0	0	4	1	1	4	1	6	0	9	1	0	10	1	20	21
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	1	0	2	0	5	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3	3
06:45 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	2	0	0	2	0	0	3	0	3	1	3	1	0	5	0	10	10
Grand Total	1	0	1	0	2	1	17	0	0	18	1	1	11	1	13	1	26	2	0	29	1	62	63
Apprch %	50	0	50			5.6	94.4	0			7.7	7.7	84.6			3.4	89.7	6.9					
Total %	1.6	0	1.6		3.2	1.6	27.4	0		29	1.6	1.6	17.7		21	1.6	41.9	3.2		46.8	1.6	98.4	

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**3**	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	**1**	3	0	**4**	0	0	1	1	0	2	0	2	7
05:00 PM	0	0	0	0	0	2	0	2	**1**	**1**	**3**	**5**	0	**4**	0	**4**	**11**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2	2
Total Volume	0	0	0	0	1	8	0	9	1	1	5	7	0	9	1	10	26
% App. Total	0	0	0		11.1	88.9	0		14.3	14.3	71.4		0	90	10		
PHF	.000	.000	.000	.000	.250	.667	.000	.563	.250	.250	.417	.350	.000	.563	.250	.625	.591

Counts Unlimited, Inc.
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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023
Page No : 2



Counts Unlimited, Inc.
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City of Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue
Weather: Clear

File Name : 11_CHN_MV_Sch PM
Site Code : 05123310
Start Date : 4/4/2023

	Monte Vista Avenue Southbound				Schaefer Avenue Westbound				Monte Vista Avenue Northbound				Schaefer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for 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	1	1	0	2	0	2	
+15 mins.	0	0	0	0	**1**	3	0	**4**	0	0	1	1	0	2	0	2	
+30 mins.	0	0	0	0	0	2	0	2	**1**	**1**	**3**	**5**	0	**4**	0	**4**	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2	
Total Volume	0	0	0	0	1	8	0	9	1	1	5	7	0	9	1	10	
% App. Total	0	0	0		11.1	88.9	0		14.3	14.3	71.4		0	90	10		
PHF	.000	.000	.000	.000	.250	.667	.000	.563	.250	.250	.417	.350	.000	.563	.250	.625	

Location: Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

PEDESTRIANS

	North Leg Monte Vista Avenue	East Leg Schaefer Avenue	South Leg Monte Vista Avenue	West Leg Schaefer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

	North Leg Monte Vista Avenue	East Leg Schaefer Avenue	South Leg Monte Vista Avenue	West Leg Schaefer 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	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	1	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	2

Counts Unlimited, Inc.
PO Box 1178
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951-268-6268

Location: Chino
N/S: Monte Vista Avenue
E/W: Schaefer Avenue

Date: 4/4/2023
Day: Tuesday

BICYCLES

	Southbound Monte Vista Avenue			Westbound Schaefer Avenue			Northbound Monte Vista Avenue			Eastbound Schaefer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	1	3
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
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	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	2	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	3	1	1	2	0	0	0	0	0	1	2	10

	Southbound Monte Vista Avenue			Westbound Schaefer Avenue			Northbound Monte Vista Avenue			Eastbound Schaefer 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	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	0	0	0	0	0	2	1	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	2	0	0	0	0	0	7	1	15

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City of Chino
Chino Avenue
E/ Ramona Avenue
24 Hour Directional Classification Count

CHN001
Site Code: 051-23310

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
04/04/23	0	14	1	0	0	1	0	0	0	0	0	0	0	16
01:00	0	12	3	0	1	0	0	1	1	0	0	0	0	18
02:00	0	7	2	0	1	0	0	**2**	0	0	0	0	0	12
03:00	0	23	4	0	1	0	0	1	0	0	0	0	0	29
04:00	0	62	16	1	2	0	0	1	0	0	0	0	0	82
05:00	0	131	32	1	1	0	0	2	2	0	0	0	0	169
06:00	1	139	25	2	2	1	0	1	2	0	0	0	0	173
07:00	0	317	49	2	8	0	**1**	0	1	0	0	0	0	378
08:00	1	**509**	**70**	**5**	11	1	0	1	0	0	0	0	0	**598**
09:00	0	206	40	1	**15**	0	1	0	**3**	0	0	0	0	266
10:00	0	195	61	1	14	**3**	0	1	2	0	0	0	0	277
11:00	**2**	236	53	2	11	3	0	1	0	0	0	0	0	308
12 PM	1	259	57	3	**15**	1	0	0	**2**	0	0	0	0	338
13:00	**2**	255	52	4	12	1	0	1	2	0	0	0	0	329
14:00	0	419	88	**6**	7	1	0	1	2	0	0	0	0	524
15:00	0	537	**106**	5	12	**4**	0	2	1	0	0	0	0	**667**
16:00	2	**548**	85	1	9	1	0	**3**	1	0	0	0	0	650
17:00	0	529	70	1	9	0	0	2	0	0	0	0	0	611
18:00	1	361	54	1	4	0	0	0	0	0	0	0	0	421
19:00	1	269	37	1	2	0	0	0	1	0	0	0	0	311
20:00	0	193	39	1	0	0	0	0	0	0	0	0	0	233
21:00	0	136	23	1	1	0	0	0	1	0	0	0	0	162
22:00	0	81	9	0	0	0	0	0	1	0	0	0	0	91
23:00	0	63	3	0	0	0	0	0	0	0	0	0	0	66
Total	11	5501	979	39	138	17	2	20	22	0	0	0	0	6729
Percent	0.2%	81.8%	14.5%	0.6%	2.1%	0.3%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	08:00	09:00	10:00	07:00	02:00	09:00					08:00
Vol.	2	509	70	5	15	3	1	2	3					598
PM Peak	13:00	16:00	15:00	14:00	12:00	15:00		16:00	12:00					15:00
Vol.	2	548	106	6	15	4		3	2					667
Grand Total	11	5501	979	39	138	17	2	20	22	0	0	0	0	6729
Percent	0.2%	81.8%	14.5%	0.6%	2.1%	0.3%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Chino Avenue
E/ Ramona Avenue
24 Hour Directional Classification Count

CHN001
Site Code: 051-23310

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
04/04/23	0	6	4	0	0	0	0	0	0	0	0	0	0	10
01:00	0	11	1	0	1	1	0	0	0	0	0	0	0	14
02:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
04:00	0	41	13	2	0	0	0	0	0	0	0	0	0	56
05:00	0	91	27	0	3	0	0	0	1	0	0	0	0	122
06:00	0	147	34	2	5	0	0	**3**	1	0	0	0	0	192
07:00	**2**	350	49	**6**	7	1	0	1	1	0	0	0	0	417
08:00	1	**390**	**61**	4	6	2	0	1	**2**	0	0	0	0	**467**
09:00	0	230	50	1	12	**3**	0	1	0	0	0	0	0	297
10:00	1	232	44	1	12	2	0	2	1	0	0	0	0	295
11:00	1	248	49	3	**16**	2	0	0	1	0	0	0	0	320
12 PM	1	284	52	1	**12**	**1**	**1**	1	**2**	0	0	0	0	355
13:00	1	283	57	**4**	7	0	0	1	2	0	0	0	0	355
14:00	1	338	65	4	7	0	0	1	0	0	0	0	0	416
15:00	**3**	**442**	74	4	10	0	0	**2**	0	0	0	0	0	**535**
16:00	2	400	**76**	1	5	1	0	0	1	0	0	0	0	486
17:00	0	418	55	1	3	0	1	2	0	0	0	0	0	480
18:00	0	272	41	1	1	0	0	0	0	0	0	0	0	315
19:00	0	204	27	2	3	0	0	0	0	0	0	0	0	236
20:00	0	150	20	1	1	0	0	0	0	0	0	0	0	172
21:00	2	116	11	1	2	0	0	0	0	0	0	0	0	132
22:00	0	65	6	1	0	0	0	0	0	0	0	0	0	72
23:00	0	41	1	0	1	0	0	0	0	0	0	0	0	43
Total	16	4782	820	40	114	13	2	15	12	0	0	0	0	5814
Percent	0.3%	82.2%	14.1%	0.7%	2.0%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	11:00	09:00		06:00	08:00					08:00
Vol.	2	390	61	6	16	3		3	2					467
PM Peak	15:00	15:00	16:00	13:00	12:00	12:00	12:00	15:00	12:00					15:00
Vol.	3	442	76	4	12	1	1	2	2					535
Grand Total	16	4782	820	40	114	13	2	15	12	0	0	0	0	5814
Percent	0.3%	82.2%	14.1%	0.7%	2.0%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Chino Avenue
E/ Ramona Avenue
24 Hour Directional Classification Count

CHN001
Site Code: 051-23310

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
04/04/23	0	20	5	0	0	1	0	0	0	0	0	0	0	26
01:00	0	23	4	0	2	1	0	1	1	0	0	0	0	32
02:00	1	16	2	0	1	0	0	2	0	0	0	0	0	22
03:00	0	37	7	0	1	0	0	1	0	0	0	0	0	46
04:00	0	103	29	3	2	0	0	1	0	0	0	0	0	138
05:00	0	222	59	1	4	0	0	2	**3**	0	0	0	0	291
06:00	1	286	59	4	7	1	0	**4**	3	0	0	0	0	365
07:00	2	667	98	8	15	1	**1**	1	2	0	0	0	0	795
08:00	2	**899**	**131**	**9**	17	3	0	2	2	0	0	0	0	**1065**
09:00	0	436	90	2	**27**	3	1	1	3	0	0	0	0	563
10:00	1	427	105	2	26	**5**	0	3	3	0	0	0	0	572
11:00	**3**	484	102	5	27	5	0	1	1	0	0	0	0	628
12 PM	2	543	109	4	**27**	2	**1**	1	**4**	0	0	0	0	693
13:00	3	538	109	8	19	1	0	2	4	0	0	0	0	684
14:00	1	757	153	**10**	14	1	0	2	2	0	0	0	0	940
15:00	3	**979**	**180**	9	22	**4**	0	**4**	1	0	0	0	0	**1202**
16:00	**4**	948	161	2	14	2	0	3	2	0	0	0	0	1136
17:00	0	947	125	2	12	0	1	4	0	0	0	0	0	1091
18:00	1	633	95	2	5	0	0	0	0	0	0	0	0	736
19:00	1	473	64	3	5	0	0	0	1	0	0	0	0	547
20:00	0	343	59	2	1	0	0	0	0	0	0	0	0	405
21:00	2	252	34	2	3	0	0	0	1	0	0	0	0	294
22:00	0	146	15	1	0	0	0	0	1	0	0	0	0	163
23:00	0	104	4	0	1	0	0	0	0	0	0	0	0	109
Total	27	10283	1799	79	252	30	4	35	34	0	0	0	0	12543
Percent	0.2%	82.0%	14.3%	0.6%	2.0%	0.2%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	08:00	09:00	10:00	07:00	06:00	05:00					08:00
Vol.	3	899	131	9	27	5	1	4	3					1065
PM Peak	16:00	15:00	15:00	14:00	12:00	15:00	12:00	15:00	12:00					15:00
Vol.	4	979	180	10	27	4	1	4	4					1202
Grand Total	27	10283	1799	79	252	30	4	35	34	0	0	0	0	12543
Percent	0.2%	82.0%	14.3%	0.6%	2.0%	0.2%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Edison Avenue
W/ Ramona Avenue
24 Hour Directional Classification Count

CHN004
Site Code: 051-23310

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
04/04/23	0	48	0	0	2	3	0	0	5	0	0	0	0	58
01:00	0	22	4	0	0	4	0	0	8	0	0	0	0	38
02:00	0	17	0	0	1	1	0	0	12	0	0	0	0	31
03:00	0	25	7	0	1	0	0	0	8	0	0	0	0	41
04:00	1	103	17	0	2	1	0	1	9	0	0	0	0	134
05:00	0	185	27	0	6	4	0	1	16	0	0	0	0	239
06:00	1	223	34	0	8	1	0	2	25	0	0	0	0	294
07:00	2	322	40	1	12	2	0	3	34	0	0	**1**	0	417
08:00	0	**478**	47	1	15	9	**1**	**7**	43	0	0	0	0	**601**
09:00	1	377	39	**2**	16	7	0	3	**53**	0	0	0	0	498
10:00	0	358	43	0	24	**10**	0	4	42	0	0	0	0	481
11:00	**3**	427	**55**	0	**27**	7	0	4	34	**2**	0	0	0	559
12 PM	0	594	54	1	**29**	7	0	3	31	0	0	0	0	719
13:00	**5**	631	61	0	28	**9**	0	2	**43**	0	1	0	0	780
14:00	0	602	76	1	26	7	0	**11**	36	0	0	0	0	759
15:00	1	742	**90**	0	27	9	0	8	37	**1**	**9**	0	0	924
16:00	3	766	72	**2**	23	5	0	5	34	1	8	0	0	919
17:00	2	**858**	85	0	12	5	0	5	20	0	5	0	0	**992**
18:00	1	744	59	0	8	6	0	3	21	0	0	0	0	842
19:00	1	605	55	0	2	5	0	2	21	0	0	0	0	691
20:00	0	518	36	0	2	4	0	1	14	0	0	0	0	575
21:00	1	423	21	0	1	2	0	0	9	0	0	0	0	457
22:00	0	245	16	0	1	2	0	0	18	0	0	0	0	282
23:00	0	109	6	0	1	1	0	0	9	0	0	0	0	126
Total	22	9422	944	8	274	111	1	65	582	4	23	1	0	11457
Percent	0.2%	82.2%	8.2%	0.1%	2.4%	1.0%	0.0%	0.6%	5.1%	0.0%	0.2%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	09:00	11:00	10:00	08:00	08:00	09:00	11:00		07:00		08:00
Vol.	3	478	55	2	27	10	1	7	53	2		1		601
PM Peak	13:00	17:00	15:00	16:00	12:00	13:00		14:00	13:00	15:00	15:00			17:00
Vol.	5	858	90	2	29	9		11	43	1	9			992
Grand Total	22	9422	944	8	274	111	1	65	582	4	23	1	0	11457
Percent	0.2%	82.2%	8.2%	0.1%	2.4%	1.0%	0.0%	0.6%	5.1%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Chino
Edison Avenue
W/ Ramona Avenue
24 Hour Directional Classification Count

CHN004
Site Code: 051-23310

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
04/04/23	0	30	5	0	0	0	0	0	8	0	0	0	0	43
01:00	0	24	0	0	0	1	0	0	14	0	0	0	0	39
02:00	1	11	0	0	0	0	0	0	4	0	0	0	0	16
03:00	0	34	6	0	4	1	0	0	20	0	1	0	0	66
04:00	0	75	8	0	4	2	0	0	17	0	0	0	0	106
05:00	0	155	14	0	12	6	0	0	45	0	**11**	0	0	243
06:00	0	212	39	**1**	15	8	0	5	51	**1**	2	0	0	334
07:00	1	356	**61**	0	17	4	0	**7**	29	0	1	0	0	476
08:00	0	457	50	0	20	5	0	5	41	0	0	0	0	578
09:00	0	347	46	0	18	11	0	4	**53**	0	0	0	0	479
10:00	**2**	426	56	0	22	6	0	2	49	0	0	0	0	563
11:00	1	**502**	55	0	**26**	**13**	0	2	38	0	0	0	0	**637**
12 PM	**2**	570	63	0	19	4	0	4	**49**	**3**	0	0	0	714
13:00	2	544	66	0	28	**9**	0	4	42	0	0	0	0	695
14:00	1	523	71	**1**	28	8	0	**6**	41	0	0	0	0	679
15:00	1	590	**80**	0	**33**	5	0	6	17	0	0	0	0	732
16:00	1	613	74	0	10	1	0	4	15	0	0	0	0	718
17:00	1	**680**	60	0	7	1	0	3	16	0	0	0	0	**768**
18:00	2	531	53	0	3	2	0	4	11	0	0	0	0	606
19:00	0	418	26	0	3	3	0	1	12	0	0	0	0	463
20:00	0	299	14	0	0	3	0	0	8	0	0	0	0	324
21:00	0	162	10	0	1	1	0	0	9	0	0	0	0	183
22:00	2	103	13	0	2	5	0	0	6	0	0	0	0	131
23:00	1	49	7	0	0	2	0	0	7	0	0	0	0	66
Total	18	7711	877	2	272	101	0	57	602	4	15	0	0	9659
Percent	0.2%	79.8%	9.1%	0.0%	2.8%	1.0%	0.0%	0.6%	6.2%	0.0%	0.2%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00	06:00	11:00	11:00		07:00	09:00	06:00	05:00			11:00
Vol.	2	502	61	1	26	13		7	53	1	11			637
PM Peak	12:00	17:00	15:00	14:00	15:00	13:00		14:00	12:00	12:00				17:00
Vol.	2	680	80	1	33	9		6	49	3				768
Grand Total	18	7711	877	2	272	101	0	57	602	4	15	0	0	9659
Percent	0.2%	79.8%	9.1%	0.0%	2.8%	1.0%	0.0%	0.6%	6.2%	0.0%	0.2%	0.0%	0.0%	

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City of Chino
Edison Avenue
W/ Ramona Avenue
24 Hour Directional Classification Count

CHN004
Site Code: 051-23310

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
04/04/23	0	78	5	0	2	3	0	0	13	0	0	0	0	101
01:00	0	46	4	0	0	5	0	0	22	0	0	0	0	77
02:00	1	28	0	0	1	1	0	0	16	0	0	0	0	47
03:00	0	59	13	0	5	1	0	0	28	0	1	0	0	107
04:00	1	178	25	0	6	3	0	1	26	0	0	0	0	240
05:00	0	340	41	0	18	10	0	1	61	0	**11**	0	0	482
06:00	1	435	73	1	23	9	0	7	76	1	2	0	0	628
07:00	3	678	101	1	29	6	0	10	63	0	1	**1**	0	893
08:00	0	**935**	97	1	35	14	**1**	**12**	84	0	0	0	0	1179
09:00	1	724	85	**2**	34	18	0	7	**106**	0	0	0	0	977
10:00	2	784	99	0	46	16	0	6	91	0	0	0	0	1044
11:00	**4**	929	**110**	0	**53**	**20**	0	6	72	**2**	0	0	0	**1196**
12 PM	2	1164	117	1	48	11	0	7	80	**3**	0	0	0	1433
13:00	**7**	1175	127	0	56	**18**	0	6	**85**	0	1	0	0	1475
14:00	1	1125	147	**2**	54	15	0	**17**	77	0	0	0	0	1438
15:00	2	1332	**170**	0	**60**	14	0	14	54	1	**9**	0	0	1656
16:00	4	1379	146	2	33	6	0	9	49	1	8	0	0	1637
17:00	3	**1538**	145	0	19	6	0	8	36	0	5	0	0	**1760**
18:00	3	1275	112	0	11	8	0	7	32	0	0	0	0	1448
19:00	1	1023	81	0	5	8	0	3	33	0	0	0	0	1154
20:00	0	817	50	0	2	7	0	1	22	0	0	0	0	899
21:00	1	585	31	0	2	3	0	0	18	0	0	0	0	640
22:00	2	348	29	0	3	7	0	0	24	0	0	0	0	413
23:00	1	158	13	0	1	3	0	0	16	0	0	0	0	192
Total	40	17133	1821	10	546	212	1	122	1184	8	38	1	0	21116
Percent	0.2%	81.1%	8.6%	0.0%	2.6%	1.0%	0.0%	0.6%	5.6%	0.0%	0.2%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	09:00	11:00	11:00	08:00	08:00	09:00	11:00	05:00	07:00		11:00
Vol.	4	935	110	2	53	20	1	12	106	2	11	1		1196
PM Peak	13:00	17:00	15:00	14:00	15:00	13:00		14:00	13:00	12:00	15:00			17:00
Vol.	7	1538	170	2	60	18		17	85	3	9			1760
Grand Total	40	17133	1821	10	546	212	1	122	1184	8	38	1	0	21116
Percent	0.2%	81.1%	8.6%	0.0%	2.6%	1.0%	0.0%	0.6%	5.6%	0.0%	0.2%	0.0%	0.0%	

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City of Chino
Schaefer Avenue
W/ Yorba Avenue
24 Hour Directional Classification Count

CHN002
Site Code: 051-23310

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
04/04/23	0	17	2	0	1	0	0	0	1	0	0	0	0	21
01:00	1	15	1	0	0	0	0	0	2	0	0	0	0	19
02:00	0	9	2	0	1	0	0	0	2	0	0	0	0	14
03:00	0	35	5	0	1	1	0	0	1	0	0	0	0	43
04:00	0	108	12	0	1	0	0	0	1	0	0	0	0	122
05:00	**2**	230	27	0	5	0	0	0	1	0	0	0	0	265
06:00	1	183	36	0	9	2	**4**	1	3	0	0	0	0	239
07:00	0	279	37	0	12	3	2	0	2	0	0	0	0	335
08:00	0	**474**	**48**	**1**	13	**5**	1	**4**	7	0	0	0	0	**553**
09:00	0	279	45	0	23	3	3	4	**12**	0	0	0	0	369
10:00	0	284	48	0	19	5	0	2	11	0	0	0	0	369
11:00	1	311	45	1	**25**	4	0	4	11	0	0	0	0	402
12 PM	1	419	66	0	26	8	**1**	5	9	0	0	0	0	535
13:00	2	483	80	**3**	23	6	0	7	**14**	0	0	0	0	618
14:00	**4**	576	76	2	**32**	2	0	4	8	0	0	0	0	704
15:00	1	656	87	2	26	7	0	**9**	8	0	0	0	0	796
16:00	2	**668**	**108**	0	22	14	0	7	10	0	0	0	0	**831**
17:00	3	657	85	0	7	**15**	0	3	7	0	0	0	0	777
18:00	3	532	50	0	6	8	0	1	3	0	0	0	**1**	604
19:00	0	386	33	0	4	1	0	0	1	0	0	0	0	425
20:00	0	318	16	0	2	0	0	0	2	0	0	0	0	338
21:00	2	211	25	0	0	0	0	0	1	0	0	0	0	239
22:00	0	110	7	0	1	0	0	0	0	0	0	0	0	118
23:00	0	52	5	0	0	1	0	0	0	0	0	0	0	58
Total	23	7292	946	9	259	85	11	51	117	0	0	0	1	8794
Percent	0.3%	82.9%	10.8%	0.1%	2.9%	1.0%	0.1%	0.6%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	08:00	08:00	11:00	08:00	06:00	08:00	09:00					08:00
Vol.	2	474	48	1	25	5	4	4	12					553
PM Peak	14:00	16:00	16:00	13:00	14:00	17:00	12:00	15:00	13:00				18:00	16:00
Vol.	4	668	108	3	32	15	1	9	14				1	831
Grand Total	23	7292	946	9	259	85	11	51	117	0	0	0	1	8794
Percent	0.3%	82.9%	10.8%	0.1%	2.9%	1.0%	0.1%	0.6%	1.3%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Schaefer Avenue
W/ Yorba Avenue
24 Hour Directional Classification Count

CHN002
Site Code: 051-23310

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
04/04/23	0	35	2	0	0	0	0	0	1	0	0	0	0	38
01:00	0	19	0	0	0	0	0	0	1	0	0	0	0	20
02:00	0	11	0	0	0	2	0	0	0	0	0	0	0	13
03:00	0	46	4	0	2	1	0	0	6	0	0	0	0	59
04:00	0	112	4	0	5	0	0	0	3	0	0	0	0	124
05:00	0	185	24	0	6	2	0	3	3	0	**1**	0	0	224
06:00	0	256	58	0	22	6	0	3	8	0	0	0	0	353
07:00	1	508	54	**1**	**26**	7	0	3	6	0	0	0	0	606
08:00	**3**	**563**	**81**	1	24	**10**	0	0	8	**1**	0	0	0	**691**
09:00	0	395	56	0	24	4	0	1	5	0	0	0	0	485
10:00	0	427	74	0	18	4	**1**	**8**	**15**	0	0	0	0	547
11:00	1	429	56	1	21	5	1	4	6	0	0	0	0	524
12 PM	2	475	76	0	17	**6**	0	4	**13**	0	0	0	0	593
13:00	2	476	61	0	**25**	4	0	3	9	0	0	0	0	580
14:00	**4**	560	71	0	23	5	0	4	7	0	0	0	0	674
15:00	1	582	**81**	0	9	4	0	4	7	0	0	0	0	**688**
16:00	1	545	78	0	10	4	**3**	**5**	9	0	0	0	0	655
17:00	1	**598**	60	0	6	0	0	0	4	0	0	0	0	669
18:00	1	414	53	0	3	2	0	2	3	0	0	0	0	478
19:00	1	352	32	0	1	0	0	0	1	0	0	0	0	387
20:00	0	185	10	0	2	2	0	1	0	0	0	0	0	200
21:00	0	105	12	0	1	0	0	0	0	0	0	0	0	118
22:00	0	85	7	0	0	1	0	0	1	0	0	0	0	94
23:00	0	41	2	0	0	0	0	0	1	0	0	0	0	44
Total	18	7404	956	3	245	69	5	45	117	1	1	0	0	8864
Percent	0.2%	83.5%	10.8%	0.0%	2.8%	0.8%	0.1%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	07:00	08:00	10:00	10:00	10:00	08:00	05:00			08:00
Vol.	3	563	81	1	26	10	1	8	15	1	1			691
PM Peak	14:00	17:00	15:00		13:00	12:00	16:00	16:00	12:00					15:00
Vol.	4	598	81		25	6	3	5	13					688
Grand Total	18	7404	956	3	245	69	5	45	117	1	1	0	0	8864
Percent	0.2%	83.5%	10.8%	0.0%	2.8%	0.8%	0.1%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Schaefer Avenue
W/ Yorba Avenue
24 Hour Directional Classification Count

CHN002
Site Code: 051-23310

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
04/04/23	0	52	4	0	1	0	0	0	2	0	0	0	0	59
01:00	1	34	1	0	0	0	0	0	3	0	0	0	0	39
02:00	0	20	2	0	1	2	0	0	2	0	0	0	0	27
03:00	0	81	9	0	3	2	0	0	7	0	0	0	0	102
04:00	0	220	16	0	6	0	0	0	4	0	0	0	0	246
05:00	2	415	51	0	11	2	0	3	4	0	**1**	0	0	489
06:00	1	439	94	0	31	8	**4**	4	11	0	0	0	0	592
07:00	1	787	91	1	38	10	2	3	8	0	0	0	0	941
08:00	**3**	**1037**	**129**	**2**	37	**15**	1	4	15	**1**	0	0	0	**1244**
09:00	0	674	101	0	**47**	7	3	5	17	0	0	0	0	854
10:00	0	711	122	0	37	9	1	**10**	**26**	0	0	0	0	916
11:00	2	740	101	2	46	9	1	8	17	0	0	0	0	926
12 PM	3	894	142	0	43	14	1	9	22	0	0	0	0	1128
13:00	4	959	141	**3**	48	10	0	10	**23**	0	0	0	0	1198
14:00	**8**	1136	147	2	**55**	7	0	8	15	0	0	0	0	1378
15:00	2	1238	168	2	35	11	0	**13**	15	0	0	0	0	1484
16:00	3	1213	**186**	0	32	**18**	**3**	12	19	0	0	0	0	**1486**
17:00	4	**1255**	145	0	13	15	0	3	11	0	0	0	0	1446
18:00	4	946	103	0	9	10	0	3	6	0	0	0	**1**	1082
19:00	1	738	65	0	5	1	0	0	2	0	0	0	0	812
20:00	0	503	26	0	4	2	0	1	2	0	0	0	0	538
21:00	2	316	37	0	1	0	0	0	1	0	0	0	0	357
22:00	0	195	14	0	1	1	0	0	1	0	0	0	0	212
23:00	0	93	7	0	0	1	0	0	1	0	0	0	0	102
Total	41	14696	1902	12	504	154	16	96	234	1	1	0	1	17658
Percent	0.2%	83.2%	10.8%	0.1%	2.9%	0.9%	0.1%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	09:00	08:00	06:00	10:00	10:00	08:00	05:00			08:00
Vol.	3	1037	129	2	47	15	4	10	26	1	1			1244
PM Peak	14:00	17:00	16:00	13:00	14:00	16:00	16:00	15:00	13:00				18:00	16:00
Vol.	8	1255	186	3	55	18	3	13	23				1	1486
Grand Total	41	14696	1902	12	504	154	16	96	234	1	1	0	1	17658
Percent	0.2%	83.2%	10.8%	0.1%	2.9%	0.9%	0.1%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Yorba Avenue
N/ Schaefer Avenue
24 Hour Directional Classification Count

CHN003
Site Code: 051-23310

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
04/04/23	0	21	4	0	0	0	0	0	3	0	0	0	0	28
01:00	0	7	0	0	1	1	0	0	1	0	0	0	0	10
02:00	0	8	0	0	0	0	0	0	2	0	0	0	0	10
03:00	0	8	2	0	1	0	0	0	1	0	0	0	0	12
04:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
05:00	**1**	47	8	0	2	0	0	0	2	0	0	0	0	60
06:00	0	31	7	0	5	1	0	**4**	2	0	0	0	0	50
07:00	0	50	14	0	3	0	0	3	2	0	0	0	0	72
08:00	0	78	14	0	7	0	0	1	3	0	0	0	0	103
09:00	0	47	10	**1**	**8**	1	0	4	5	0	0	0	0	76
10:00	0	60	17	0	5	**2**	0	2	1	0	0	0	0	87
11:00	1	**82**	**23**	0	7	0	0	0	**6**	0	0	0	0	**119**
12 PM	0	120	14	0	**13**	**2**	0	1	**6**	0	0	0	0	156
13:00	**1**	132	16	0	11	0	0	**3**	4	0	0	0	0	167
14:00	0	157	16	0	6	0	0	1	3	0	0	0	0	183
15:00	0	**197**	27	0	6	0	0	1	2	0	0	0	0	**233**
16:00	1	156	21	0	5	1	0	2	1	0	0	0	0	187
17:00	0	148	**29**	0	1	0	0	0	1	0	0	0	0	179
18:00	0	97	15	0	1	0	0	1	1	0	0	0	0	115
19:00	1	77	10	0	2	0	0	0	2	0	0	0	0	92
20:00	0	110	4	0	2	0	0	0	4	0	0	0	0	120
21:00	0	66	8	0	2	0	0	0	1	0	0	0	0	77
22:00	0	42	1	0	1	0	0	0	1	0	0	0	0	45
23:00	0	19	0	0	1	0	0	0	1	0	0	0	0	21
Total	5	1768	262	1	90	8	0	23	56	0	0	0	0	2213
Percent	0.2%	79.9%	11.8%	0.0%	4.1%	0.4%	0.0%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	11:00	09:00	09:00	10:00		06:00	11:00					11:00
Vol.	1	82	23	1	8	2		4	6					119
PM Peak	13:00	15:00	17:00		12:00	12:00		13:00	12:00					15:00
Vol.	1	197	29		13	2		3	6					233
Grand Total	5	1768	262	1	90	8	0	23	56	0	0	0	0	2213
Percent	0.2%	79.9%	11.8%	0.0%	4.1%	0.4%	0.0%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of Chino
Yorba Avenue
N/ Schaefer Avenue
24 Hour Directional Classification Count

CHN003
Site Code: 051-23310

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
04/04/23	0	6	1	0	0	0	0	0	1	0	0	0	0	8
01:00	0	2	1	0	2	1	0	0	2	0	0	0	0	8
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	12	3	0	0	0	0	0	**4**	0	0	0	0	19
04:00	0	48	4	0	1	0	0	0	3	0	0	0	0	56
05:00	0	76	19	0	0	0	0	0	2	0	0	0	0	97
06:00	**1**	83	15	0	6	1	0	1	2	0	0	0	0	109
07:00	0	**100**	19	0	7	3	0	**3**	4	0	0	0	0	**136**
08:00	1	79	**22**	0	3	**5**	0	1	1	0	0	0	0	112
09:00	0	68	10	0	7	3	**3**	2	2	0	0	0	0	95
10:00	0	66	17	0	8	1	0	1	4	0	0	0	0	97
11:00	1	75	20	0	**10**	2	0	0	1	0	0	0	0	109
12 PM	**1**	111	9	0	6	**1**	0	**3**	**9**	0	0	0	0	140
13:00	0	101	10	0	**7**	1	0	2	3	0	0	0	0	124
14:00	0	104	17	0	4	0	0	1	1	0	0	0	0	127
15:00	1	**157**	18	0	3	0	0	1	2	0	0	0	0	**182**
16:00	0	100	**21**	0	3	0	**1**	1	1	0	0	0	0	127
17:00	1	108	14	0	2	1	0	0	2	0	0	0	0	128
18:00	0	63	9	0	2	0	0	1	1	0	0	0	0	76
19:00	0	60	6	0	1	0	0	0	2	0	0	0	0	69
20:00	0	29	6	0	1	1	0	0	1	0	0	0	0	38
21:00	0	37	1	0	0	0	0	0	2	0	0	0	0	40
22:00	0	45	4	0	2	1	0	0	0	0	0	0	0	52
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Total	6	1545	248	0	75	21	4	17	50	0	0	0	0	1966
Percent	0.3%	78.6%	12.6%	0.0%	3.8%	1.1%	0.2%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00		11:00	08:00	09:00	07:00	03:00					07:00
Vol.	1	100	22		10	5	3	3	4					136
PM Peak	12:00	15:00	16:00		13:00	12:00	16:00	12:00	12:00					15:00
Vol.	1	157	21		7	1	1	3	9					182
Grand Total	6	1545	248	0	75	21	4	17	50	0	0	0	0	1966
Percent	0.3%	78.6%	12.6%	0.0%	3.8%	1.1%	0.2%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	

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City of Chino
Yorba Avenue
N/ Schaefer Avenue
24 Hour Directional Classification Count
Northbound, Southbound

CHN003
Site Code: 051-23310

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
04/04/23	0	27	5	0	0	0	0	0	4	0	0	0	0	36
01:00	0	9	1	0	3	2	0	0	3	0	0	0	0	18
02:00	0	16	0	0	0	0	0	0	2	0	0	0	0	18
03:00	0	20	5	0	1	0	0	0	5	0	0	0	0	31
04:00	0	56	6	0	1	0	0	0	4	0	0	0	0	67
05:00	1	123	27	0	2	0	0	0	4	0	0	0	0	157
06:00	1	114	22	0	11	2	0	5	4	0	0	0	0	159
07:00	0	150	33	0	10	3	0	**6**	6	0	0	0	0	208
08:00	1	**157**	36	0	10	**5**	0	2	4	0	0	0	0	215
09:00	0	115	20	**1**	15	4	**3**	6	**7**	0	0	0	0	171
10:00	0	126	34	0	13	3	0	3	5	0	0	0	0	184
11:00	**2**	157	**43**	0	**17**	2	0	0	7	0	0	0	0	**228**
12 PM	**1**	231	23	0	**19**	**3**	0	4	**15**	0	0	0	0	296
13:00	1	233	26	0	18	1	0	**5**	7	0	0	0	0	291
14:00	0	261	33	0	10	0	0	2	4	0	0	0	0	310
15:00	1	**354**	**45**	0	9	0	0	2	4	0	0	0	0	**415**
16:00	1	256	42	0	8	1	**1**	3	2	0	0	0	0	314
17:00	1	256	43	0	3	1	0	0	3	0	0	0	0	307
18:00	0	160	24	0	3	0	0	2	2	0	0	0	0	191
19:00	1	137	16	0	3	0	0	0	4	0	0	0	0	161
20:00	0	139	10	0	3	1	0	0	5	0	0	0	0	158
21:00	0	103	9	0	2	0	0	0	3	0	0	0	0	117
22:00	0	87	5	0	3	1	0	0	1	0	0	0	0	97
23:00	0	26	2	0	1	0	0	0	1	0	0	0	0	30
Total	11	3313	510	1	165	29	4	40	106	0	0	0	0	4179
Percent	0.3%	79.3%	12.2%	0.0%	3.9%	0.7%	0.1%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	09:00	11:00	08:00	09:00	07:00	09:00					11:00
Vol.	2	157	43	1	17	5	3	6	7					228
PM Peak	12:00	15:00	15:00		12:00	12:00	16:00	13:00	12:00					15:00
Vol.	1	354	45		19	3	1	5	15					415
Grand Total	11	3313	510	1	165	29	4	40	106	0	0	0	0	4179
Percent	0.3%	79.3%	12.2%	0.0%	3.9%	0.7%	0.1%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	

APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

PHF: 0.894 7:45 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**8**	**16**	**11**	**17**	**36**	**58**	**26**	**556**	**46**	**38**	**688**	**13**	**1,510**

2: Ramona Av. & Chino Av.

PHF: 0.793 7:45 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**37**	**318**	**81**	**55**	**459**	**118**	**106**	**535**	**64**	**74**	**406**	**34**	**2,285**

3: Ramona Av. & Schaefer Av.

PHF: 0.894 7:45 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**35**	**292**	**73**	**78**	**359**	**90**	**43**	**466**	**63**	**92**	**623**	**81**	**2,291**

4: Ramona Av. & Edison Av.

PHF: 0.934 7:30 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**47**	**352**	**49**	**39**	**346**	**63**	**82**	**536**	**48**	**38**	**578**	**35**	**2,212**

5: Driveway 1 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**590**	**0**	**0**	**792**	**0**	**1,381**

6: Driveway 2 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**590**	**0**	**0**	**792**	**0**	**1,381**

7: Yorba Av. & Chino Av.

PHF: 0.835 7:45 AM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**19**	**49**	**8**	**33**	**106**	**102**	**86**	**479**	**74**	**18**	**365**	**29**	**1,364**

8: Yorba Av. & Driveway 3

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**100**	**0**	**0**	**181**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**281**

9: Yorba Av. & Driveway 4

PHF: 0.945 7:45 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**115**	**3**	**2**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**264**

10: Yorba Av. & Driveway 5

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**118**	**0**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**260**

11: Yorba Av. & Schaefer Av.

PHF: 0.950 7:45 AM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**12**	**45**	**16**	**24**	**87**	**28**	**43**	**505**	**42**	**53**	**752**	**31**	**1,636**

12: Yorba Av. & Edison Av.

PHF: 0.899 7:45 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**19**	**26**	**19**	**38**	**57**	**36**	**48**	**502**	**77**	**57**	**566**	**18**	**1,461**

13: Monte Vista Av. & Schaefer Av.

PHF: 0.919 7:45 AM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**14**	**147**	**57**	**39**	**152**	**52**	**37**	**466**	**39**	**85**	**770**	**40**	**1,895**

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

PHF: 0.899 4:45 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**20**	**38**	**36**	**18**	**17**	**19**	**45**	**710**	**8**	**2**	**725**	**16**	**1,652**

2: Ramona Av. & Chino Av.

PHF: 0.978 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**55**	**502**	**70**	**31**	**374**	**102**	**95**	**551**	**40**	**39**	**451**	**38**	**2,346**

3: Ramona Av. & Schaefer Av.

PHF: 0.949 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**58**	**453**	**103**	**94**	**298**	**71**	**62**	**604**	**49**	**83**	**623**	**66**	**2,562**

4: Ramona Av. & Edison Av.

PHF: 0.902 16:30 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**77**	**375**	**45**	**25**	**338**	**100**	**130**	**836**	**101**	**61**	**699**	**26**	**2,810**

5: Driveway 1 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**825**	**0**	**0**	**759**	**0**	**1,584**

6: Driveway 2 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**825**	**0**	**0**	**759**	**0**	**1,584**

7: Yorba Av. & Chino Av.

PHF: 0.915 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**83**	**199**	**35**	**16**	**82**	**65**	**92**	**541**	**28**	**10**	**390**	**37**	**1,577**

8: Yorba Av. & Driveway 3

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**270**	**0**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**398**

9: Yorba Av. & Driveway 4

PHF: 0.765 16:15 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**220**	**1**	**2**	**137**	**0**	**0**	**0**	**0**	**6**	**0**	**9**	**374**

10: Yorba Av. & Driveway 5

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**0**	**221**	**0**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**364**

11: Yorba Av. & Schaefer Av.

PHF: 0.915 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**42**	**128**	**73**	**35**	**75**	**37**	**35**	**774**	**16**	**26**	**680**	**38**	**1,958**

12: Yorba Av. & Edison Av.

PHF: 0.834 4:15 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**57**	**81**	**59**	**18**	**52**	**72**	**61**	**807**	**22**	**35**	**622**	**27**	**1,910**

13: Monte Vista Av. & Schaefer Av.

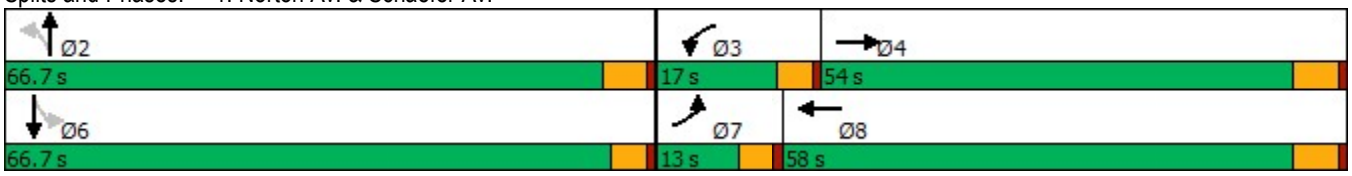
PHF: 0.935 16:30 Count Date: 4/4/2023

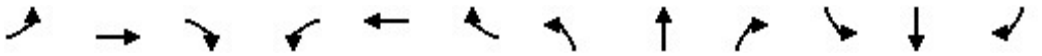
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2023 PCE:	**34**	**258**	**137**	**68**	**173**	**46**	**53**	**813**	**17**	**55**	**662**	**27**	**2,339**

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	556	38	688	8	16	17	36
Future Volume (vph)	26	556	38	688	8	16	17	36
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	26.8	8.9	27.2		14.2		14.9
Actuated g/C Ratio	0.16	0.52	0.17	0.53		0.28		0.29
v/c Ratio	0.11	0.38	0.15	0.44		0.09		0.25
Control Delay	35.2	16.0	33.2	15.9		13.6		11.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	35.2	16.0	33.2	15.9		13.6		11.8
LOS	D	B	C	B		B		B
Approach Delay		16.8		16.8		13.6		11.8
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 51.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	556	46	38	688	13	8	16	11	17	36	58
Future Volume (veh/h)	26	556	46	38	688	13	8	16	11	17	36	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	29	625	45	43	773	14	9	18	9	19	40	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1210	87	80	1335	24	167	96	42	162	83	52
Arrive On Green	0.04	0.37	0.37	0.05	0.39	0.39	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1619	3230	232	1619	3435	62	313	941	418	299	813	509
Grp Volume(v), veh/h	29	331	339	43	385	402	36	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1752	1619	1710	1787	1672	0	0	1621	0	0
Q Serve(g_s), s	0.6	5.0	5.0	0.9	5.9	5.9	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.0	5.0	0.9	5.9	5.9	0.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.25		0.25	0.22		0.31
Lane Grp Cap(c), veh/h	57	641	656	80	664	694	305	0	0	297	0	0
V/C Ratio(X)	0.51	0.52	0.52	0.54	0.58	0.58	0.12	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	408	2475	2536	603	2681	2801	3083	0	0	3116	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	8.1	8.1	15.5	8.0	8.0	13.7	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.6	0.6	2.1	0.8	0.8	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	1.1	0.3	1.2	1.2	0.2	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	8.7	8.7	17.6	8.8	8.8	13.9	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		699			830			36			86	
Approach Delay, s/veh		9.1			9.3			13.9			14.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.8	6.2	18.3		8.8	5.8	18.7				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		61.3	12.4	48.2		* 62	8.4	52.2				
Max Q Clear Time (g_c+I1), s		2.6	2.9	7.0		3.7	2.6	7.9				
Green Ext Time (p_c), s		0.2	0.0	4.1		0.5	0.0	4.9				

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

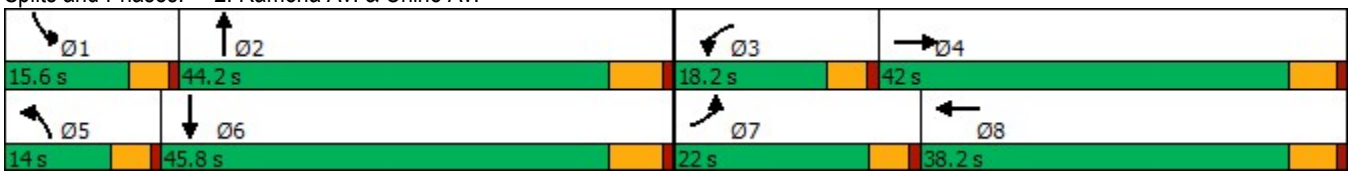
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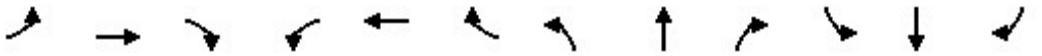
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	106	535	74	406	37	318	55	459
Future Volume (vph)	106	535	74	406	37	318	55	459
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	12.3	29.8	10.0	23.8	7.5	24.2	8.5	27.7
Actuated g/C Ratio	0.14	0.34	0.11	0.27	0.09	0.28	0.10	0.32
v/c Ratio	0.60	0.66	0.52	0.61	0.34	0.55	0.45	0.69
Control Delay	53.2	31.5	54.3	32.8	53.5	30.0	54.6	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	31.5	54.3	32.8	53.5	30.0	54.6	31.2
LOS	D	C	D	C	D	C	D	C
Approach Delay		34.8		35.9		32.0		33.2
Approach LOS		C		D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 87.9	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	535	64	74	406	34	37	318	81	55	459	118
Future Volume (veh/h)	106	535	64	74	406	34	37	318	81	55	459	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	134	677	68	94	514	35	47	403	71	70	581	97
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	935	94	117	868	59	71	764	134	89	803	134
Arrive On Green	0.10	0.30	0.30	0.07	0.27	0.27	0.04	0.26	0.26	0.05	0.27	0.27
Sat Flow, veh/h	1619	3133	314	1619	3244	220	1619	2908	508	1619	2934	488
Grp Volume(v), veh/h	134	369	376	94	270	279	47	236	238	70	338	340
Grp Sat Flow(s),veh/h/ln	1619	1710	1737	1619	1710	1755	1619	1710	1706	1619	1710	1712
Q Serve(g_s), s	5.3	12.7	12.7	3.7	9.0	9.1	1.9	7.7	7.8	2.8	11.7	11.8
Cycle Q Clear(g_c), s	5.3	12.7	12.7	3.7	9.0	9.1	1.9	7.7	7.8	2.8	11.7	11.8
Prop In Lane	1.00		0.18	1.00		0.13	1.00		0.30	1.00		0.29
Lane Grp Cap(c), veh/h	167	510	518	117	458	470	71	449	448	89	468	469
V/C Ratio(X)	0.80	0.72	0.72	0.80	0.59	0.59	0.66	0.52	0.53	0.79	0.72	0.73
Avail Cap(c_a), veh/h	430	955	971	336	856	878	232	1002	1000	272	1044	1045
HCM Platoon Ratio	1.00	1.00	1.00	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	28.7	20.6	20.6	29.9	20.9	20.9	30.8	20.6	20.7	30.6	21.5	21.6
Incr Delay (d2), s/veh	3.4	2.0	1.9	4.7	1.2	1.2	3.9	1.0	1.0	5.6	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.7	4.8	1.5	3.4	3.5	0.7	2.8	2.9	1.1	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	22.5	22.5	34.6	22.1	22.1	34.7	21.6	21.7	36.2	23.6	23.7
LnGrp LOS	C	C	C	C	C	C	C	C	C	D	C	C
Approach Vol, veh/h		879			643			521			748	
Approach Delay, s/veh		24.0			23.9			22.8			24.8	
Approach LOS		C			C			C			C	

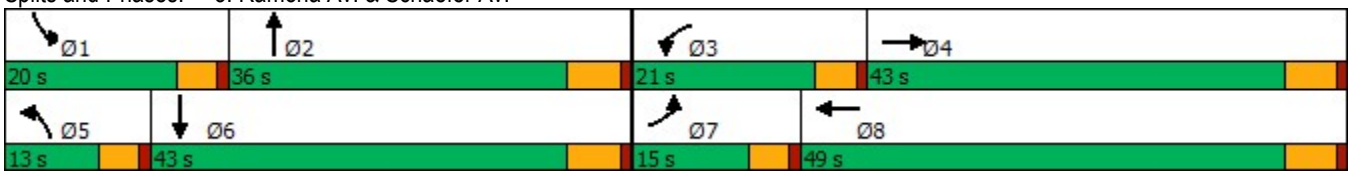
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	23.0	9.4	24.9	7.5	23.7	11.4	22.9
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	4.8	9.8	5.7	14.7	3.9	13.8	7.3	11.1
Green Ext Time (p_c), s	0.0	2.6	0.1	4.4	0.0	3.9	0.1	3.0

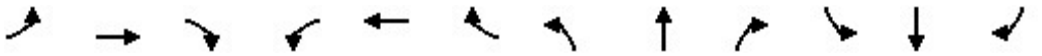
Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	466	92	623	35	292	78	359
Future Volume (vph)	43	466	92	623	35	292	78	359
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	7.7	22.4	10.4	27.3	7.2	16.5	9.7	21.3
Actuated g/C Ratio	0.10	0.30	0.14	0.37	0.10	0.22	0.13	0.29
v/c Ratio	0.29	0.59	0.46	0.64	0.25	0.54	0.42	0.52
Control Delay	44.1	27.3	43.2	24.6	44.8	31.1	43.5	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.1	27.3	43.2	24.6	44.8	31.1	43.5	26.8
LOS	D	C	D	C	D	C	D	C
Approach Delay		28.5		26.7		32.3		29.3
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 74.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 28.7	Intersection LOS: C
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	466	63	92	623	81	35	292	73	78	359	90
Future Volume (veh/h)	43	466	63	92	623	81	35	292	73	78	359	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	48	524	47	103	700	79	39	328	54	88	403	88
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	914	82	129	993	112	66	563	92	109	609	132
Arrive On Green	0.05	0.29	0.29	0.08	0.32	0.32	0.04	0.19	0.19	0.07	0.22	0.22
Sat Flow, veh/h	1619	3171	284	1619	3093	349	1619	2937	478	1619	2788	603
Grp Volume(v), veh/h	48	282	289	103	387	392	39	189	193	88	246	245
Grp Sat Flow(s),veh/h/ln	1619	1710	1744	1619	1710	1732	1619	1710	1705	1619	1710	1681
Q Serve(g_s), s	1.6	7.8	7.9	3.5	11.1	11.1	1.3	5.6	5.7	3.0	7.3	7.5
Cycle Q Clear(g_c), s	1.6	7.8	7.9	3.5	11.1	11.1	1.3	5.6	5.7	3.0	7.3	7.5
Prop In Lane	1.00		0.16	1.00		0.20	1.00		0.28	1.00		0.36
Lane Grp Cap(c), veh/h	76	493	503	129	549	556	66	328	327	109	374	367
V/C Ratio(X)	0.63	0.57	0.57	0.80	0.70	0.71	0.59	0.58	0.59	0.81	0.66	0.67
Avail Cap(c_a), veh/h	302	1140	1163	476	1324	1341	244	926	923	447	1140	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	16.9	16.9	25.2	16.6	16.6	26.3	20.5	20.5	25.7	19.9	19.9
Incr Delay (d2), s/veh	3.2	1.0	1.0	4.3	1.7	1.7	3.1	1.6	1.7	5.2	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	2.7	1.3	3.7	3.8	0.5	2.1	2.1	1.2	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	18.0	18.0	29.5	18.3	18.3	29.4	22.1	22.2	30.9	21.9	22.0
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		619			882			421			579	
Approach Delay, s/veh		18.8			19.6			22.8			23.3	
Approach LOS		B			B			C			C	

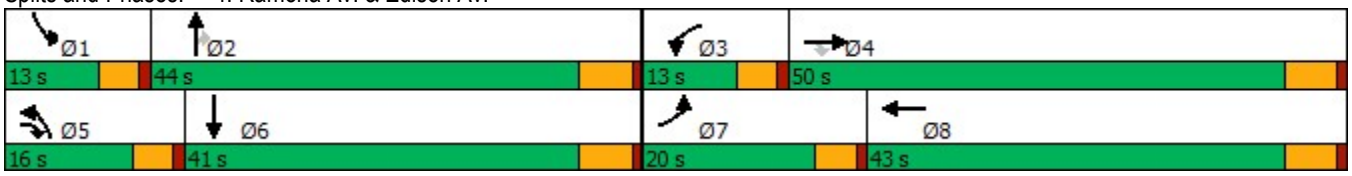
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	16.5	9.0	21.9	6.9	18.0	7.2	23.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	5.0	7.7	5.5	9.9	3.3	9.5	3.6	13.1
Green Ext Time (p_c), s	0.1	2.0	0.1	3.2	0.0	2.7	0.0	4.8

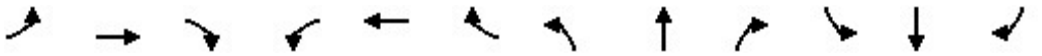
Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	82	536	48	38	578	47	352	49	39	346
Future Volume (vph)	82	536	48	38	578	47	352	49	39	346
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	25.9	35.4	7.4	21.5	8.0	19.9	19.9	7.4	17.0
Actuated g/C Ratio	0.13	0.36	0.49	0.10	0.30	0.11	0.28	0.28	0.10	0.24
v/c Ratio	0.41	0.47	0.04	0.25	0.65	0.28	0.40	0.10	0.25	0.55
Control Delay	41.9	21.4	2.3	43.2	27.9	42.2	26.1	0.4	43.3	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	21.4	2.3	43.2	27.9	42.2	26.1	0.4	43.3	29.2
LOS	D	C	A	D	C	D	C	A	D	C
Approach Delay		22.5			28.8		25.0			30.4
Approach LOS		C			C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 71.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 26.5	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	536	48	38	578	35	47	352	49	39	346	63
Future Volume (veh/h)	82	536	48	38	578	35	47	352	49	39	346	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	88	576	52	41	622	38	51	378	53	42	372	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	1032	930	67	902	55	77	925	400	68	768	135
Arrive On Green	0.07	0.30	0.30	0.04	0.28	0.28	0.05	0.27	0.27	0.04	0.26	0.26
Sat Flow, veh/h	1619	3420	2658	1619	3274	200	1619	3420	1478	1619	2901	510
Grp Volume(v), veh/h	88	576	52	41	325	335	51	378	53	42	218	220
Grp Sat Flow(s),veh/h/ln	1619	1710	1329	1619	1710	1764	1619	1710	1478	1619	1710	1701
Q Serve(g_s), s	3.2	8.5	0.8	1.5	10.2	10.3	1.9	5.5	1.6	1.5	6.5	6.6
Cycle Q Clear(g_c), s	3.2	8.5	0.8	1.5	10.2	10.3	1.9	5.5	1.6	1.5	6.5	6.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	109	1032	930	67	471	486	77	925	400	68	453	450
V/C Ratio(X)	0.80	0.56	0.06	0.61	0.69	0.69	0.66	0.41	0.13	0.62	0.48	0.49
Avail Cap(c_a), veh/h	413	2505	2075	225	1054	1088	306	2165	936	225	998	992
HCM Platoon Ratio	1.00	1.00	1.00	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	27.7	17.7	13.0	28.5	19.6	19.6	28.3	18.1	16.7	28.4	18.7	18.7
Incr Delay (d2), s/veh	5.1	0.5	0.0	3.4	1.8	1.8	3.6	0.3	0.1	3.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.9	0.2	0.6	3.7	3.8	0.7	1.9	0.5	0.6	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	18.2	13.0	31.8	21.4	21.3	31.8	18.3	16.8	31.8	19.5	19.6
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		716			701			482			480	
Approach Delay, s/veh		19.6			22.0			19.6			20.6	
Approach LOS		B			C			B			C	

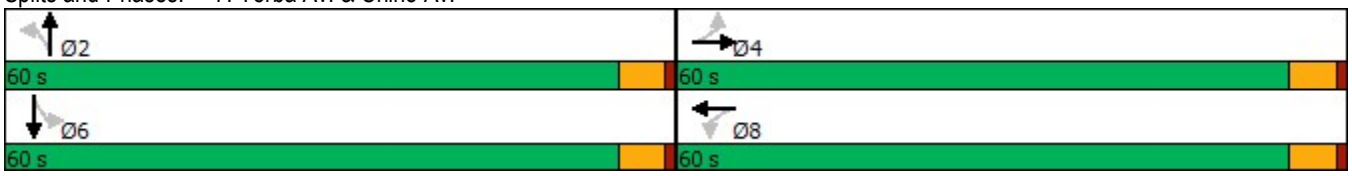
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	22.1	7.1	24.0	7.5	21.8	8.7	22.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	3.5	7.5	3.5	10.5	3.9	8.6	5.2	12.3
Green Ext Time (p_c), s	0.0	2.5	0.0	4.0	0.0	2.4	0.1	3.7

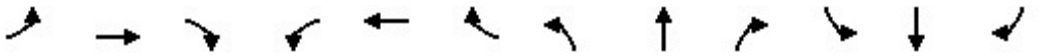
Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	86	479	18	365	19	49	33	106
Future Volume (vph)	86	479	18	365	19	49	33	106
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.1	15.1	15.1	15.1		13.4		13.4
Actuated g/C Ratio	0.38	0.38	0.38	0.38		0.34		0.34
v/c Ratio	0.33	0.52	0.09	0.37		0.17		0.51
Control Delay	13.4	11.3	10.3	10.1		10.1		13.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	13.4	11.3	10.3	10.1		10.1		13.0
LOS	B	B	B	B		B		B
Approach Delay		11.6		10.1		10.1		13.0
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	479	74	18	365	29	19	49	8	33	106	102
Future Volume (veh/h)	86	479	74	18	365	29	19	49	8	33	106	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	104	577	73	22	440	25	23	59	5	40	128	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	522	1256	158	443	1354	77	205	329	23	178	233	125
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	888	3046	384	749	3285	186	226	1360	97	164	963	517
Grp Volume(v), veh/h	104	323	327	22	228	237	87	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	888	1710	1720	749	1710	1761	1683	0	0	1644	0	0
Q Serve(g_s), s	2.7	4.2	4.2	0.7	2.8	2.8	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	5.5	4.2	4.2	4.9	2.8	2.8	1.2	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.11	0.26		0.06	0.16		0.31
Lane Grp Cap(c), veh/h	522	705	709	443	705	726	558	0	0	536	0	0
V/C Ratio(X)	0.20	0.46	0.46	0.05	0.32	0.33	0.16	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1751	3071	3089	1479	3071	3163	3014	0	0	3058	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	6.5	6.5	8.2	6.1	6.1	9.2	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.0	0.3	0.3	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.7	0.1	0.5	0.5	0.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	6.9	6.9	8.3	6.3	6.3	9.3	0.0	0.0	10.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		754			487			87			245	
Approach Delay, s/veh		7.1			6.4			9.3			10.8	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.5		17.9		12.5		17.9				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.2		7.5		6.0		6.9				
Green Ext Time (p_c), s		0.5		4.9		1.6		3.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	115	3	2	143
Future Vol, veh/h	0	2	115	3	2	143
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	122	3	2	152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	280	124	0	0	125	0
Stage 1	124	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	714	932	-	-	1474	-
Stage 1	907	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	932	-	-	1474	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	876	-	-	-	-	-

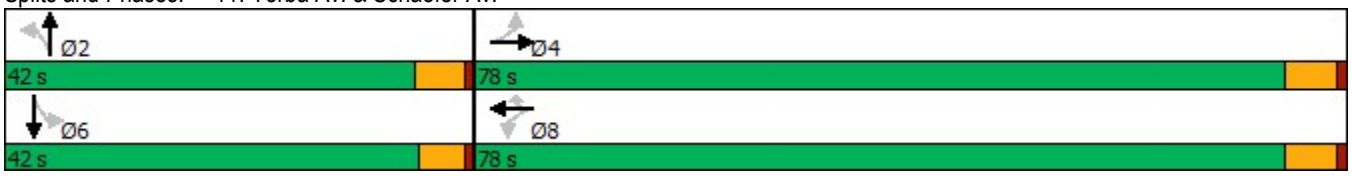
Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.1
HCM LOS	A		

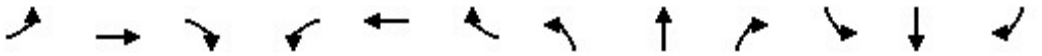
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1474	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	505	53	752	31	12	45	24	87
Future Volume (vph)	43	505	53	752	31	12	45	24	87
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	78.0	78.0	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.0	20.0	20.0	20.0	20.0		10.4		11.0
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55		0.29		0.30
v/c Ratio	0.14	0.31	0.14	0.42	0.04		0.16		0.29
Control Delay	9.8	8.1	9.4	9.1	4.1		10.9		12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	9.8	8.1	9.4	9.1	4.1		10.9		12.6
LOS	A	A	A	A	A		B		B
Approach Delay		8.2		8.9			10.9		12.6
Approach LOS		A		A			B		B

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 36.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 51.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	505	42	53	752	31	12	45	16	24	87	28
Future Volume (veh/h)	43	505	42	53	752	31	12	45	16	24	87	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	45	532	40	56	792	31	13	47	8	25	92	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	1491	112	542	1584	690	183	181	28	184	173	32
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	638	3219	241	806	3420	1490	222	1288	201	237	1225	225
Grp Volume(v), veh/h	45	282	290	56	792	31	68	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	638	1710	1750	806	1710	1490	1711	0	0	1687	0	0
Q Serve(g_s), s	1.5	3.0	3.0	1.4	4.6	0.3	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	6.1	3.0	3.0	4.4	4.6	0.3	1.0	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.19		0.12	0.19		0.13
Lane Grp Cap(c), veh/h	447	792	811	542	1584	690	393	0	0	388	0	0
V/C Ratio(X)	0.10	0.36	0.36	0.10	0.50	0.04	0.17	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1780	4364	4467	2226	8728	3802	2290	0	0	2324	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	4.9	4.9	6.3	5.3	4.2	10.9	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.1	0.2	0.0	0.2	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	0.1	0.3	0.3	0.1	0.4	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	5.2	5.2	6.4	5.5	4.2	11.1	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		617			879			68			135	
Approach Delay, s/veh		5.3			5.6			11.1			11.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.4		18.9		9.4		18.9				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		36.6		72.2		* 37		72.2				
Max Q Clear Time (g_c+I1), s		3.0		8.1		4.1		6.6				
Green Ext Time (p_c), s		0.3		3.9		0.7		6.5				

Intersection Summary		
HCM 6th Ctrl Delay		6.2
HCM 6th LOS		A

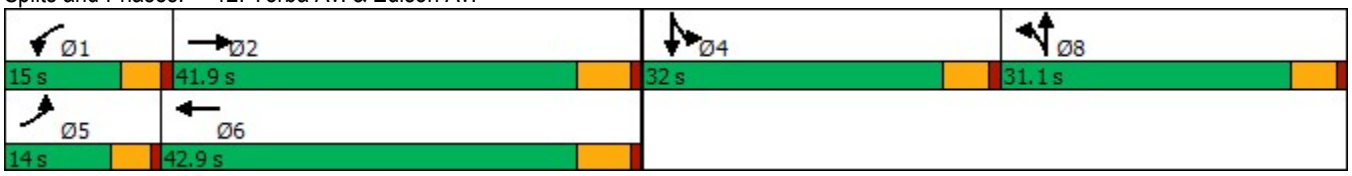
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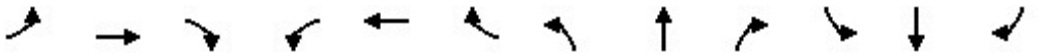
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	48	502	57	566	26	57
Future Volume (vph)	48	502	57	566	26	57
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	11.5	29.2	11.8	32.0	17.6	18.5
Actuated g/C Ratio	0.17	0.43	0.17	0.47	0.26	0.27
v/c Ratio	0.19	0.45	0.23	0.41	0.16	0.31
Control Delay	40.7	24.7	40.3	22.9	26.8	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	24.7	40.3	22.9	26.8	30.6
LOS	D	C	D	C	C	C
Approach Delay		25.9		24.4	26.8	30.6
Approach LOS		C		C	C	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	502	77	57	566	18	19	26	19	38	57	36
Future Volume (veh/h)	48	502	77	57	566	18	19	26	19	38	57	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	53	558	76	63	629	18	21	29	21	42	63	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	811	110	128	940	27	60	83	60	91	136	39
Arrive On Green	0.07	0.27	0.27	0.08	0.28	0.28	0.12	0.12	0.12	0.15	0.15	0.15
Sat Flow, veh/h	1619	3016	409	1619	3395	97	498	688	498	588	881	252
Grp Volume(v), veh/h	53	316	318	63	317	330	71	0	0	123	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1619	1710	1783	1685	0	0	1721	0	0
Q Serve(g_s), s	1.7	9.0	9.1	2.0	9.0	9.0	2.1	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	1.7	9.0	9.1	2.0	9.0	9.0	2.1	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.05	0.30		0.30	0.34		0.15
Lane Grp Cap(c), veh/h	115	460	461	128	474	494	203	0	0	266	0	0
V/C Ratio(X)	0.46	0.69	0.69	0.49	0.67	0.67	0.35	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	278	1129	1133	308	1161	1210	802	0	0	847	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.4	17.9	17.9	24.1	17.5	17.5	22.1	0.0	0.0	21.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.8	1.9	1.1	1.6	1.6	1.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.1	3.2	0.7	3.1	3.2	0.8	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	19.7	19.8	25.2	19.2	19.1	23.1	0.0	0.0	22.3	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h		687			710			71			123	
Approach Delay, s/veh		20.2			19.7			23.1			22.3	
Approach LOS		C			B			C			C	

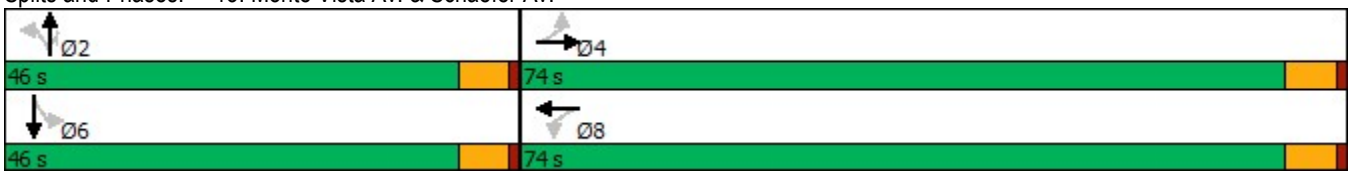
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	20.5		13.6	8.5	20.9		11.7				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	4.0	11.1		5.6	3.7	11.0		4.1				
Green Ext Time (p_c), s	0.0	3.6		0.5	0.0	3.6		0.3				

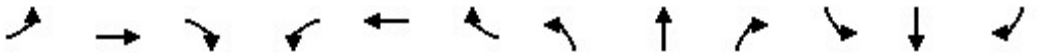
Intersection Summary			
HCM 6th Ctrl Delay		20.3	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	466	85	770	14	147	57	39	152
Future Volume (vph)	37	466	85	770	14	147	57	39	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.9	18.9	18.9	18.9	11.5	11.5	11.5	11.5	11.5
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.18	0.36	0.27	0.58	0.05	0.33	0.14	0.14	0.24
Control Delay	11.3	9.0	11.4	11.2	12.9	15.0	5.0	13.7	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	9.0	11.4	11.2	12.9	15.0	5.0	13.7	10.7
LOS	B	A	B	B	B	B	A	B	B
Approach Delay		9.2		11.2		12.2			11.2
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	466	39	85	770	40	14	147	57	39	152	52
Future Volume (veh/h)	37	466	39	85	770	40	14	147	57	39	152	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	507	33	92	837	36	15	160	49	42	165	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	381	1461	95	508	1497	64	395	377	319	369	561	145
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	609	3257	211	830	3337	144	1125	1800	1525	1125	2681	694
Grp Volume(v), veh/h	40	266	274	92	429	444	15	160	49	42	103	106
Grp Sat Flow(s),veh/h/ln	609	1710	1759	830	1710	1770	1125	1800	1525	1125	1710	1664
Q Serve(g_s), s	1.7	3.3	3.3	2.7	6.0	6.0	0.4	2.5	0.9	1.1	1.7	1.8
Cycle Q Clear(g_c), s	7.7	3.3	3.3	6.0	6.0	6.0	2.1	2.5	0.9	3.6	1.7	1.8
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	381	767	789	508	767	794	395	377	319	369	358	348
V/C Ratio(X)	0.11	0.35	0.35	0.18	0.56	0.56	0.04	0.42	0.15	0.11	0.29	0.30
Avail Cap(c_a), veh/h	1376	3562	3663	1865	3562	3688	1555	2232	1892	1528	2121	2064
HCM Platoon Ratio	1.00	1.00	1.00	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	9.5	5.9	5.9	7.9	6.6	6.6	11.8	11.2	10.6	12.8	10.9	10.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.2	0.6	0.6	0.0	0.8	0.2	0.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.3	1.0	1.0	0.1	0.8	0.2	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	6.2	6.2	8.0	7.3	7.3	11.9	12.0	10.8	12.9	11.3	11.4
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		580			965			224			251	
Approach Delay, s/veh		6.4			7.3			11.7			11.6	
Approach LOS		A			A			B			B	

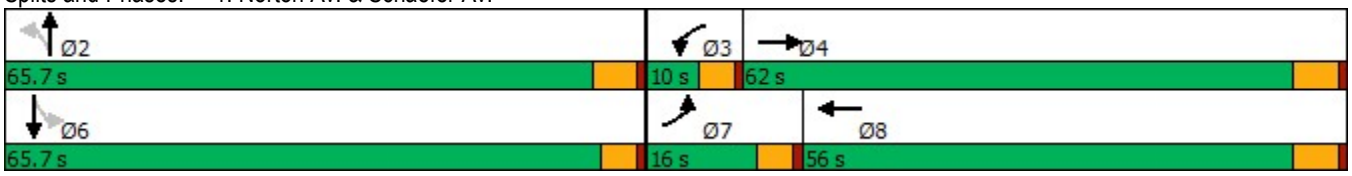
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.2		20.5		12.2		20.5				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		4.5		9.7		5.6		8.0				
Green Ext Time (p_c), s		1.1		3.6		1.3		6.6				

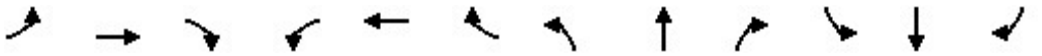
Intersection Summary												
HCM 6th Ctrl Delay			8.1									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	710	2	725	20	38	18	17
Future Volume (vph)	45	710	2	725	20	38	18	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	35.4	7.7	29.9		15.4		15.8
Actuated g/C Ratio	0.16	0.62	0.13	0.52		0.27		0.28
v/c Ratio	0.20	0.38	0.01	0.47		0.24		0.14
Control Delay	36.6	12.5	43.0	17.9		16.4		14.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	36.6	12.5	43.0	17.9		16.4		14.5
LOS	D	B	D	B		B		B
Approach Delay		13.9		18.0		16.4		14.5
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 57.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	710	8	2	725	16	20	38	36	18	17	19
Future Volume (veh/h)	45	710	8	2	725	16	20	38	36	18	17	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	51	798	9	2	815	16	22	43	16	20	19	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1551	17	5	1355	27	166	102	34	213	97	12
Arrive On Green	0.06	0.45	0.45	0.00	0.40	0.40	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1619	3463	39	1619	3429	67	355	960	324	606	915	117
Grp Volume(v), veh/h	51	394	413	2	406	425	81	0	0	42	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1792	1619	1710	1786	1639	0	0	1638	0	0
Q Serve(g_s), s	1.1	5.9	5.9	0.0	6.7	6.7	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.9	5.9	0.0	6.7	6.7	1.6	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.27		0.20	0.48		0.07
Lane Grp Cap(c), veh/h	90	766	803	5	676	706	303	0	0	323	0	0
V/C Ratio(X)	0.57	0.51	0.51	0.44	0.60	0.60	0.27	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	518	2695	2823	245	2407	2514	2862	0	0	2797	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	7.1	7.1	17.8	8.6	8.6	15.0	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.5	0.5	23.0	0.9	0.8	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	0.0	1.4	1.5	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	7.6	7.6	40.7	9.4	9.4	15.4	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	B	A	A	B	A	A
Approach Vol, veh/h		858			833			81			42	
Approach Delay, s/veh		8.2			9.5			15.4			14.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	4.7	21.8		9.2	6.6	19.9				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		60.3	5.4	56.2		* 61	11.4	50.2				
Max Q Clear Time (g_c+I1), s		3.6	2.0	7.9		2.8	3.1	8.7				
Green Ext Time (p_c), s		0.4	0.0	5.1		0.2	0.0	5.3				

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

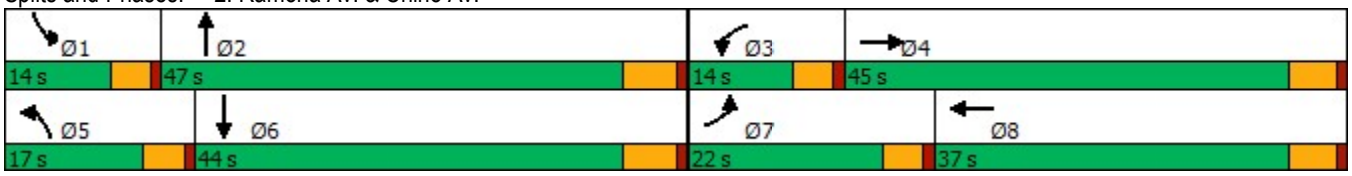
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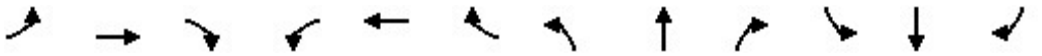
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	95	551	39	451	55	502	31	374
Future Volume (vph)	95	551	39	451	55	502	31	374
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	9.7	22.7	7.2	17.7	7.9	21.0	6.9	18.2
Actuated g/C Ratio	0.15	0.34	0.11	0.27	0.12	0.32	0.10	0.27
v/c Ratio	0.41	0.52	0.23	0.55	0.29	0.54	0.19	0.52
Control Delay	38.1	22.6	39.5	26.7	38.9	23.2	39.5	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	22.6	39.5	26.7	38.9	23.2	39.5	24.8
LOS	D	C	D	C	D	C	D	C
Approach Delay		24.7		27.7		24.6		25.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 25.6	Intersection LOS: C
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	551	40	39	451	38	55	502	70	31	374	102
Future Volume (veh/h)	95	551	40	39	451	38	55	502	70	31	374	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	97	562	36	40	460	38	56	512	63	32	382	83
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	876	56	69	756	62	87	779	95	58	661	142
Arrive On Green	0.07	0.27	0.27	0.04	0.24	0.24	0.05	0.25	0.25	0.04	0.24	0.24
Sat Flow, veh/h	1619	3260	208	1619	3195	263	1619	3066	376	1619	2799	602
Grp Volume(v), veh/h	97	294	304	40	245	253	56	285	290	32	232	233
Grp Sat Flow(s),veh/h/ln	1619	1710	1758	1619	1710	1748	1619	1710	1732	1619	1710	1692
Q Serve(g_s), s	3.0	7.8	7.8	1.2	6.5	6.6	1.7	7.6	7.7	1.0	6.1	6.2
Cycle Q Clear(g_c), s	3.0	7.8	7.8	1.2	6.5	6.6	1.7	7.6	7.7	1.0	6.1	6.2
Prop In Lane	1.00		0.12	1.00		0.15	1.00		0.22	1.00		0.36
Lane Grp Cap(c), veh/h	121	459	472	69	404	413	87	434	440	58	404	399
V/C Ratio(X)	0.80	0.64	0.64	0.58	0.61	0.61	0.64	0.66	0.66	0.55	0.57	0.58
Avail Cap(c_a), veh/h	551	1325	1363	298	1058	1081	393	1379	1397	298	1278	1265
HCM Platoon Ratio	1.00	1.00	1.00	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	23.3	16.5	16.5	24.0	17.4	17.4	23.7	17.1	17.1	24.2	17.2	17.3
Incr Delay (d2), s/veh	4.7	1.5	1.5	2.9	1.5	1.5	3.0	1.7	1.7	3.0	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	2.8	0.5	2.3	2.4	0.6	2.6	2.7	0.4	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	18.0	18.0	26.9	18.9	18.9	26.7	18.7	18.8	27.3	18.5	18.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		695			538			631			497	
Approach Delay, s/veh		19.4			19.5			19.5			19.2	
Approach LOS		B			B			B			B	

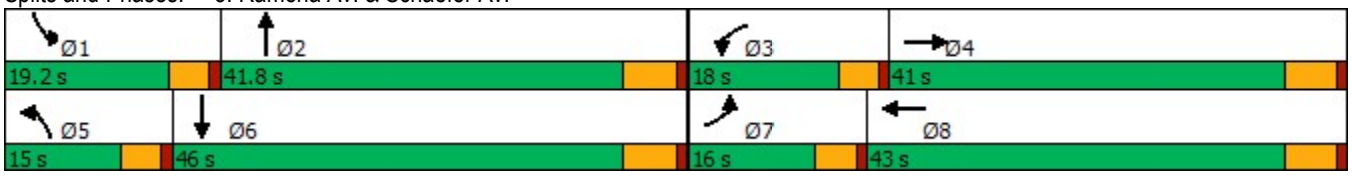
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	18.8	6.8	19.1	7.3	17.9	8.4	17.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.0	9.7	3.2	9.8	3.7	8.2	5.0	8.6
Green Ext Time (p_c), s	0.0	3.3	0.0	3.6	0.0	2.6	0.1	2.7

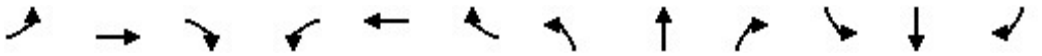
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	62	604	83	623	58	453	94	298
Future Volume (vph)	62	604	83	623	58	453	94	298
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.6	25.0	9.7	26.0	8.3	22.1	10.4	24.0
Actuated g/C Ratio	0.10	0.30	0.12	0.31	0.10	0.27	0.13	0.29
v/c Ratio	0.39	0.67	0.46	0.68	0.38	0.64	0.49	0.40
Control Delay	50.3	31.9	50.4	31.0	50.6	32.7	50.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	31.9	50.4	31.0	50.6	32.7	50.1	26.0
LOS	D	C	D	C	D	C	D	C
Approach Delay		33.5		33.0		34.4		30.9
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 82.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	604	49	83	623	66	58	453	103	94	298	71
Future Volume (veh/h)	62	604	49	83	623	66	58	453	103	94	298	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	65	636	37	87	656	49	61	477	86	99	314	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	895	52	108	916	68	86	686	123	124	738	146
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.05	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	1619	3281	191	1619	3223	240	1619	2897	519	1619	2838	562
Grp Volume(v), veh/h	65	331	342	87	348	357	61	280	283	99	187	190
Grp Sat Flow(s),veh/h/ln	1619	1710	1762	1619	1710	1753	1619	1710	1706	1619	1710	1690
Q Serve(g_s), s	2.4	10.5	10.5	3.2	10.9	11.0	2.2	9.0	9.1	3.6	5.5	5.6
Cycle Q Clear(g_c), s	2.4	10.5	10.5	3.2	10.9	11.0	2.2	9.0	9.1	3.6	5.5	5.6
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.30	1.00		0.33
Lane Grp Cap(c), veh/h	89	467	481	108	486	499	86	405	404	124	445	439
V/C Ratio(X)	0.73	0.71	0.71	0.81	0.72	0.72	0.71	0.69	0.70	0.80	0.42	0.43
Avail Cap(c_a), veh/h	308	1005	1035	362	1062	1088	281	1027	1025	395	1147	1134
HCM Platoon Ratio	1.00	1.00	1.00	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	27.9	19.6	19.7	27.6	19.3	19.3	27.9	20.9	20.9	27.2	18.4	18.5
Incr Delay (d2), s/veh	4.2	2.0	2.0	5.2	2.0	1.9	3.9	2.1	2.2	4.5	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.8	3.9	1.3	3.9	4.0	0.9	3.3	3.3	1.4	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	21.7	21.6	32.8	21.2	21.2	31.9	23.0	23.1	31.7	19.1	19.1
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		738			792			624			476	
Approach Delay, s/veh		22.6			22.5			23.9			21.7	
Approach LOS		C			C			C			C	

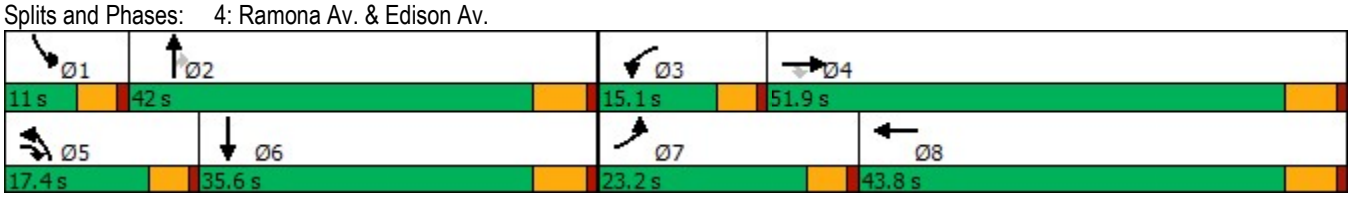
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	20.0	8.6	22.1	7.8	21.4	7.9	22.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	5.6	11.1	5.2	12.5	4.2	7.6	4.4	13.0
Green Ext Time (p_c), s	0.1	3.1	0.0	3.7	0.0	2.1	0.0	4.0

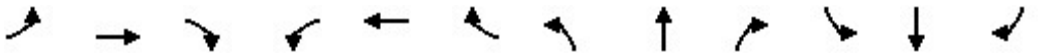
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	130	836	101	61	699	77	375	45	25	338
Future Volume (vph)	130	836	101	61	699	77	375	45	25	338
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.8	35.5	46.1	8.2	28.1	9.3	27.6	27.6	6.0	19.1
Actuated g/C Ratio	0.14	0.39	0.51	0.09	0.31	0.10	0.30	0.30	0.07	0.21
v/c Ratio	0.64	0.70	0.08	0.47	0.77	0.52	0.40	0.09	0.27	0.68
Control Delay	54.2	28.6	2.6	56.5	35.2	56.0	29.5	0.3	55.1	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	28.6	2.6	56.5	35.2	56.0	29.5	0.3	55.1	37.9
LOS	D	C	A	E	D	E	C	A	E	D
Approach Delay		29.3			36.9		31.0			38.9
Approach LOS		C			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	836	101	61	699	26	77	375	45	25	338	100
Future Volume (veh/h)	130	836	101	61	699	26	77	375	45	25	338	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	144	929	80	68	777	26	86	417	28	28	376	87
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	179	1271	1174	87	1063	36	107	788	351	49	536	123
Arrive On Green	0.11	0.37	0.37	0.05	0.31	0.31	0.07	0.23	0.23	0.03	0.19	0.19
Sat Flow, veh/h	1619	3420	2681	1619	3377	113	1619	3420	1525	1619	2756	630
Grp Volume(v), veh/h	144	929	80	68	393	410	86	417	28	28	232	231
Grp Sat Flow(s),veh/h/ln	1619	1710	1341	1619	1710	1780	1619	1710	1525	1619	1710	1676
Q Serve(g_s), s	5.8	15.5	1.1	2.7	13.6	13.6	3.5	7.1	1.0	1.1	8.4	8.6
Cycle Q Clear(g_c), s	5.8	15.5	1.1	2.7	13.6	13.6	3.5	7.1	1.0	1.1	8.4	8.6
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	179	1271	1174	87	539	560	107	788	351	49	333	326
V/C Ratio(X)	0.81	0.73	0.07	0.78	0.73	0.73	0.80	0.53	0.08	0.57	0.70	0.71
Avail Cap(c_a), veh/h	454	2379	2042	256	980	1020	313	1868	833	156	769	753
HCM Platoon Ratio	1.00	1.00	1.00	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	28.8	18.0	10.8	31.0	20.2	20.2	30.5	22.4	20.0	31.7	24.9	24.9
Incr Delay (d2), s/veh	3.2	0.8	0.0	5.6	1.9	1.9	5.2	0.6	0.1	3.8	2.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.3	0.3	1.1	4.9	5.1	1.4	2.6	0.3	0.5	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	18.8	10.8	36.5	22.1	22.1	35.7	22.9	20.1	35.5	27.5	27.8
LnGrp LOS	C	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1153			871			531			491	
Approach Delay, s/veh		19.9			23.2			24.8			28.1	
Approach LOS		B			C			C			C	

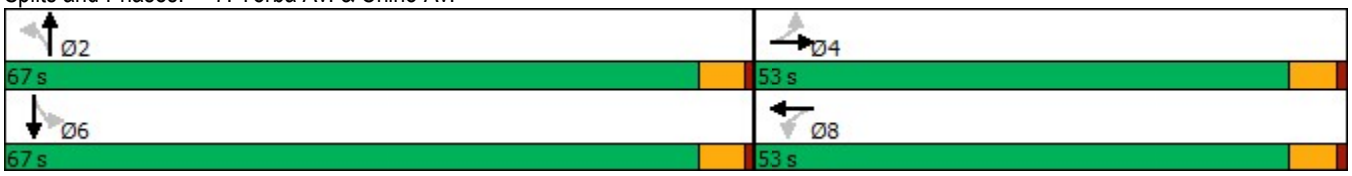
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	21.1	8.2	30.4	9.0	18.7	11.9	26.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.1	9.1	4.7	17.5	5.5	10.6	7.8	15.6
Green Ext Time (p_c), s	0.0	2.6	0.0	7.1	0.0	2.4	0.1	4.6

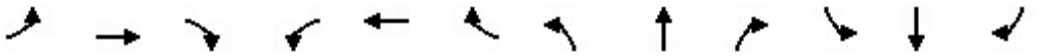
Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	541	10	390	83	199	16	82
Future Volume (vph)	92	541	10	390	83	199	16	82
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.0	15.0	15.0	15.0		16.2		16.2
Actuated g/C Ratio	0.35	0.35	0.35	0.35		0.38		0.38
v/c Ratio	0.34	0.51	0.05	0.39		0.58		0.28
Control Delay	15.0	12.9	10.9	11.5		15.1		8.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	15.0	12.9	10.9	11.5		15.1		8.7
LOS	B	B	B	B		B		A
Approach Delay		13.2		11.5		15.1		8.7
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	541	28	10	390	37	83	199	35	16	82	65
Future Volume (veh/h)	92	541	28	10	390	37	83	199	35	16	82	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	100	588	17	11	424	36	90	216	27	17	89	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	472	1290	37	413	1211	102	234	363	41	148	358	123
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	894	3392	98	781	3186	269	318	1197	134	85	1182	406
Grp Volume(v), veh/h	100	296	309	11	227	233	333	0	0	140	0	0
Grp Sat Flow(s),veh/h/ln	894	1710	1780	781	1710	1745	1649	0	0	1673	0	0
Q Serve(g_s), s	3.0	4.3	4.3	0.4	3.1	3.2	3.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.2	4.3	4.3	4.7	3.1	3.2	5.7	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.15	0.27		0.08	0.12		0.24
Lane Grp Cap(c), veh/h	472	650	677	413	650	663	638	0	0	629	0	0
V/C Ratio(X)	0.21	0.46	0.46	0.03	0.35	0.35	0.52	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1416	2456	2556	1237	2456	2506	3147	0	0	3153	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	7.7	7.7	9.5	7.3	7.3	10.0	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.0	0.3	0.3	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.9	1.0	0.0	0.7	0.7	1.5	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	8.2	8.2	9.5	7.7	7.7	10.6	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		705			471			333			140	
Approach Delay, s/veh		8.4			7.7			10.6			8.9	
Approach LOS		A			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.1		18.0		15.1		18.0				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		7.7		8.2		4.0		6.7				
Green Ext Time (p_c), s		2.2		4.4		0.9		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	220	1	2	137
Future Vol, veh/h	6	9	220	1	2	137
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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	12	286	1	3	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	471	287	0	0	287	0
Stage 1	287	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	555	757	-	-	1287	-
Stage 1	766	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	553	757	-	-	1287	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	849	-	-	-	-	-

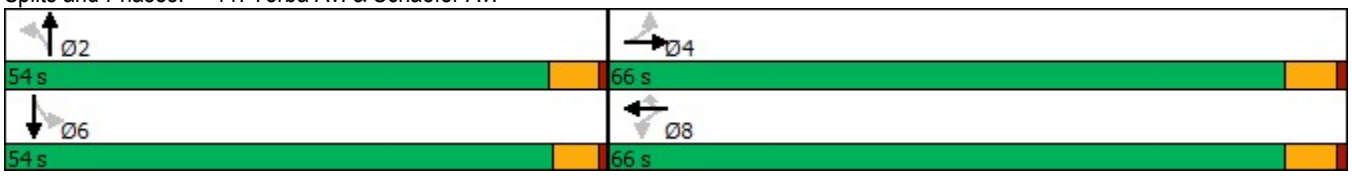
Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1
HCM LOS	B		

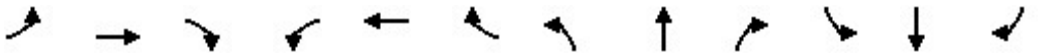
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	1287	-
HCM Lane V/C Ratio	-	-	0.03	0.002	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	35	774	26	680	38	42	128	35	75
Future Volume (vph)	35	774	26	680	38	42	128	35	75
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	66.0	66.0	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.3	19.3	19.3	19.3	19.3		14.0		14.3
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43		0.31		0.32
v/c Ratio	0.15	0.59	0.14	0.51	0.06		0.52		0.32
Control Delay	10.7	12.1	10.9	11.2	3.9		16.6		13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.7	12.1	10.9	11.2	3.9		16.6		13.4
LOS	B	B	B	B	A		B		B
Approach Delay		12.1		10.8			16.6		13.4
Approach LOS		B		B			B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	774	16	26	680	38	42	128	73	35	75	37
Future Volume (veh/h)	35	774	16	26	680	38	42	128	73	35	75	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	38	841	16	28	739	31	46	139	44	38	82	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1534	29	380	1529	668	177	245	70	193	239	67
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	671	3431	65	618	3420	1494	218	1123	319	266	1093	306
Grp Volume(v), veh/h	38	419	438	28	739	31	229	0	0	147	0	0
Grp Sat Flow(s),veh/h/ln	671	1710	1786	618	1710	1494	1659	0	0	1664	0	0
Q Serve(g_s), s	1.4	6.0	6.0	1.2	5.1	0.4	1.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	6.0	6.0	7.2	5.1	0.4	4.1	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.20		0.19	0.26		0.18
Lane Grp Cap(c), veh/h	413	765	799	380	1529	668	492	0	0	499	0	0
V/C Ratio(X)	0.09	0.55	0.55	0.07	0.48	0.05	0.47	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1318	3073	3211	1215	6146	2684	2488	0	0	2426	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	6.8	6.8	9.4	6.5	5.2	11.8	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.1	0.2	0.0	0.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.1	0.1	0.8	0.1	1.1	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.4	7.4	9.5	6.8	5.3	12.5	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		895			798			229			147	
Approach Delay, s/veh		7.4			6.8			12.5			11.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		20.8		12.7		20.8				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		48.6		60.2		* 49		60.2				
Max Q Clear Time (g_c+I1), s		6.1		8.5		4.4		9.2				
Green Ext Time (p_c), s		1.4		6.0		0.9		5.8				

Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

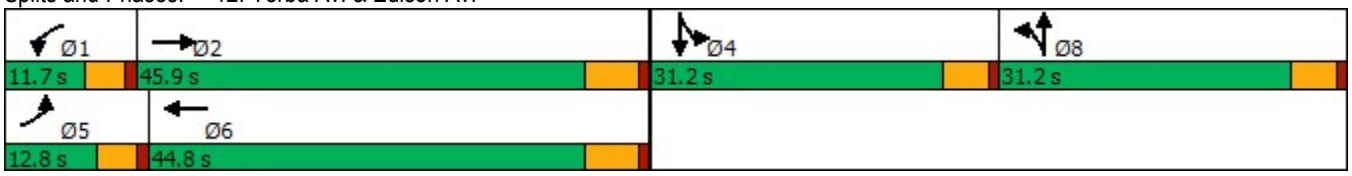
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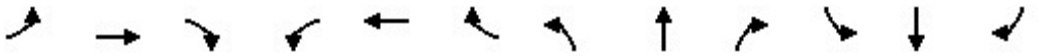
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	61	807	35	622	81	52
Future Volume (vph)	61	807	35	622	81	52
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.8	45.9	11.7	44.8	31.2	31.2
Total Split (%)	10.7%	38.3%	9.8%	37.3%	26.0%	26.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.3	34.5	7.5	31.0	17.9	15.1
Actuated g/C Ratio	0.09	0.38	0.08	0.34	0.20	0.17
v/c Ratio	0.50	0.77	0.31	0.67	0.68	0.56
Control Delay	59.6	31.7	54.7	30.4	45.2	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	31.7	54.7	30.4	45.2	37.4
LOS	E	C	D	C	D	D
Approach Delay		33.6		31.7	45.2	37.4
Approach LOS		C		C	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 90.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 34.4	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	807	22	35	622	27	57	81	59	18	52	72
Future Volume (veh/h)	61	807	22	35	622	27	57	81	59	18	52	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	73	972	23	42	749	31	69	98	48	22	63	28
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	1242	29	90	1151	48	88	125	61	43	122	54
Arrive On Green	0.08	0.36	0.36	0.06	0.34	0.34	0.16	0.16	0.16	0.13	0.13	0.13
Sat Flow, veh/h	1619	3415	81	1619	3347	138	547	777	380	332	951	423
Grp Volume(v), veh/h	73	487	508	42	383	397	215	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1785	1619	1710	1775	1704	0	0	1706	0	0
Q Serve(g_s), s	3.1	17.9	17.9	1.8	13.4	13.4	8.6	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	3.1	17.9	17.9	1.8	13.4	13.4	8.6	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.08	0.32		0.22	0.19		0.25
Lane Grp Cap(c), veh/h	122	622	649	90	588	611	274	0	0	219	0	0
V/C Ratio(X)	0.60	0.78	0.78	0.47	0.65	0.65	0.79	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	188	970	1013	163	944	980	629	0	0	630	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.6	20.0	20.0	32.4	19.6	19.6	28.5	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	1.7	2.2	2.1	1.4	1.2	1.2	5.0	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	1.2	6.5	6.7	0.7	4.8	5.0	3.6	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	22.2	22.1	33.7	20.8	20.8	33.4	0.0	0.0	30.6	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1068			822			215			113	
Approach Delay, s/veh		22.9			21.5			33.4			30.6	
Approach LOS		C			C			C			C	

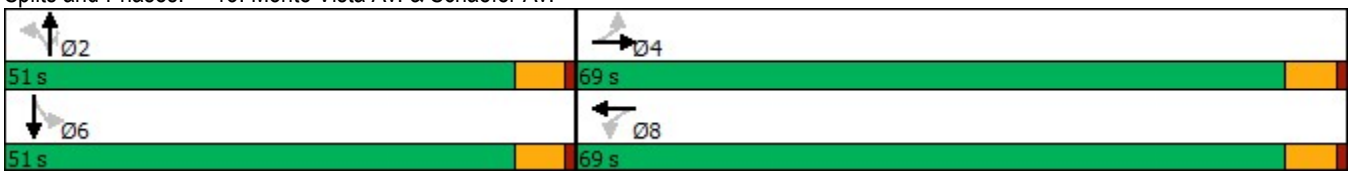
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	31.5		14.2	9.9	30.1		16.4				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.1	40.1		26.1	8.2	39.0		26.1				
Max Q Clear Time (g_c+I1), s	3.8	19.9		6.4	5.1	15.4		10.6				
Green Ext Time (p_c), s	0.0	5.8		0.5	0.0	4.5		1.0				

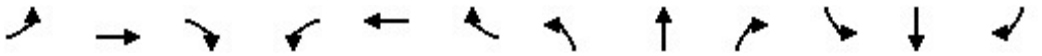
Intersection Summary			
HCM 6th Ctrl Delay		23.8	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	813	55	662	34	258	137	68	173
Future Volume (vph)	53	813	55	662	34	258	137	68	173
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.3	20.3	20.3	20.3	14.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.22	0.60	0.29	0.50	0.11	0.49	0.26	0.23	0.22
Control Delay	12.2	12.5	14.8	11.3	13.5	17.0	5.5	15.1	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.2	12.5	14.8	11.3	13.5	17.0	5.5	15.1	11.2
LOS	B	B	B	B	B	B	A	B	B
Approach Delay		12.5		11.6		13.0			12.1
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	813	17	55	662	27	34	258	137	68	173	46
Future Volume (veh/h)	53	813	17	55	662	27	34	258	137	68	173	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	56	865	16	59	704	19	36	274	101	72	184	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	1525	28	331	1509	41	438	510	432	325	831	138
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	700	3434	64	604	3399	92	1119	1800	1525	967	2936	486
Grp Volume(v), veh/h	56	431	450	59	354	369	36	274	101	72	106	109
Grp Sat Flow(s),veh/h/ln	700	1710	1788	604	1710	1781	1119	1800	1525	967	1710	1712
Q Serve(g_s), s	2.5	7.7	7.7	3.3	6.0	6.0	1.0	5.3	2.1	2.8	1.9	2.0
Cycle Q Clear(g_c), s	8.5	7.7	7.7	11.0	6.0	6.0	3.0	5.3	2.1	8.1	1.9	2.0
Prop In Lane	1.00		0.04	1.00		0.05	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	385	759	794	331	759	791	438	510	432	325	484	485
V/C Ratio(X)	0.15	0.57	0.57	0.18	0.47	0.47	0.08	0.54	0.23	0.22	0.22	0.23
Avail Cap(c_a), veh/h	1152	2632	2752	993	2632	2742	1364	1999	1694	1125	1899	1902
HCM Platoon Ratio	1.00	1.00	1.00	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	11.0	8.5	8.5	12.6	8.0	8.0	12.4	12.4	11.3	15.9	11.2	11.3
Incr Delay (d2), s/veh	0.2	0.7	0.6	0.3	0.4	0.4	0.1	0.9	0.3	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.7	1.8	0.3	1.3	1.4	0.2	1.7	0.6	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	9.2	9.1	12.8	8.4	8.4	12.5	13.3	11.6	16.2	11.5	11.5
LnGrp LOS	B	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		937			782			411			287	
Approach Delay, s/veh		9.3			8.8			12.8			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.0		24.0		17.0		24.0				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		7.3		10.5		10.1		13.0				
Green Ext Time (p_c), s		2.1		6.4		1.6		5.2				

Intersection Summary												
HCM 6th Ctrl Delay			10.1									
HCM 6th LOS			B									

APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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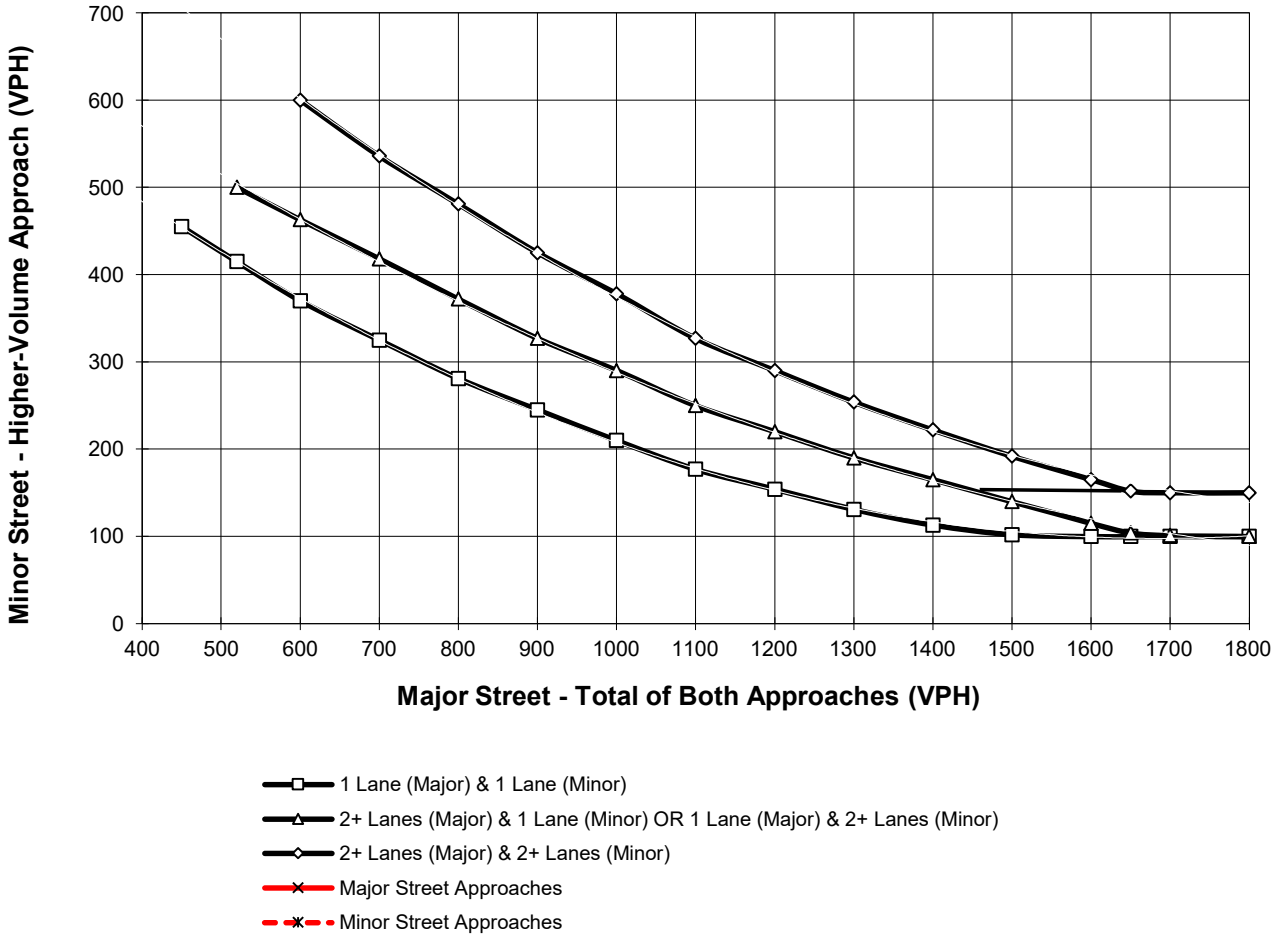
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **360**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **14**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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

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APPENDIX 4.1: POST PROCESSING WORKSHEETS

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Project:	Chino Lovett Industrial	Job #:	15334
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	5/22/23

LOCATION: Norton Av. & Schaefer Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	8	8	1	7%	20	19	-1	-5%
	Through	16	12	-4	-25%	38	35	-3	-7%
	Right	11	10	-1	-9%	36	35	-1	-1%
	NB Total	35	30	-5	-13%	93	89	-4	-4%
SOUTH BOUND	Left	17	13	-4	-21%	18	12	-6	-33%
	Through	36	28	-8	-22%	17	15	-2	-9%
	Right	58	51	-7	-11%	19	12	-7	-37%
	SB Total	110	92	-18	-16%	54	39	-15	-27%
EAST BOUND	Left	26	27	1	4%	45	49	4	9%
	Through	556	667	112	20%	710	811	101	14%
	Right	46	54	8	17%	8	12	5	60%
	EB Total	628	748	121	19%	763	872	110	14%
WEST BOUND	Left	38	38	1	1%	2	3	1	50%
	Through	688	821	133	19%	725	857	133	18%
	Right	13	11	-2	-12%	16	18	2	13%
	WB Total	738	870	132	18%	743	878	136	18%
TOTAL ENTERING VOLUME		1,510	1,740	230	15%	1,652	1,878	227	14%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	92	39			
North Leg	Outbound	50	102			
North Leg	**TOTAL**	**142**	**141**	**13%**	**13%**	**1,055**
South Leg	Inbound	30	89			
South Leg	Outbound	120	30			
South Leg	**TOTAL**	**150**	**119**	**0%**	**0%**	**4,411**
East Leg	Inbound	870	878			
East Leg	Outbound	690	858			
East Leg	**TOTAL**	**1,560**	**1,736**	**7%**	**8%**	**21,643**
West Leg	Inbound	748	872			
West Leg	Outbound	880	888			
West Leg	**TOTAL**	**1,628**	**1,760**	**8%**	**9%**	**20,509**
OVERALL TOTAL		***3,480***	***3,756***	***7%***	***8%***	***47,618***

Z:\Shared\UcJobs_15100-15500_15300\15334\02_LOS\Post Processing\[01 Norton_Schaefer.xls]Output (3)

Project:	Chino Lovett Industrial	Job #:	15334
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	5/22/23

LOCATION: Ramona Av. & Chino Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	37	35	-2	-5%	55	55	0	0%
	Through	318	329	11	3%	502	496	-6	-1%
	Right	81	86	6	7%	70	80	11	15%
	NB Total	436	450	15	3%	626	631	5	1%
SOUTH BOUND	Left	55	59	4	7%	31	36	5	16%
	Through	459	459	0	0%	374	371	-3	-1%
	Right	118	111	-7	-6%	102	102	1	0%
	SB Total	632	629	-3	0%	507	509	3	0%
EAST BOUND	Left	106	107	1	1%	95	98	3	3%
	Through	535	561	27	5%	551	663	112	20%
	Right	64	63	-1	-2%	40	41	2	4%
	EB Total	705	731	27	4%	686	802	117	17%
WEST BOUND	Left	74	83	9	12%	39	44	5	13%
	Through	406	428	23	6%	451	512	61	14%
	Right	34	38	5	13%	38	43	5	13%
	WB Total	513	549	36	7%	528	599	71	13%
TOTAL ENTERING VOLUME		2,285	2,359	74.5	3%	2,346	2,541	195	8%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	629	509			
North Leg	Outbound	474	637			
North Leg	**TOTAL**	**1,103**	**1,146**	**7%**	**7%**	**15,325**
South Leg	Inbound	450	631			
South Leg	Outbound	605	456			
South Leg	**TOTAL**	**1,055**	**1,087**	**0%**	**0%**	**14,839**
East Leg	Inbound	549	599			
East Leg	Outbound	706	779			
East Leg	**TOTAL**	**1,255**	**1,378**	**8%**	**8%**	**16,278**
West Leg	Inbound	731	802			
West Leg	Outbound	574	669			
West Leg	**TOTAL**	**1,305**	**1,471**	**9%**	**10%**	**14,802**
OVERALL TOTAL		***4,718***	***5,082***	***8%***	***8%***	***61,244***

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Project:	Chino Lovett Industrial	Job #:	15334
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	5/22/23

LOCATION: Ramona Av. & Schaefer Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	35	32	-3	-9%	58	40	-18	-30%
	Through	292	267	-25	-8%	453	382	-71	-16%
	Right	73	41	-32	-43%	103	57	-46	-45%
	NB Total	399	340	-59	-15%	613	479	-134	-22%
SOUTH BOUND	Left	78	89	12	15%	94	118	24	26%
	Through	359	274	-85	-24%	298	237	-61	-20%
	Right	90	167	78	87%	71	113	42	59%
	SB Total	526	530	4	1%	463	468	5	1%
EAST BOUND	Left	43	81	38	88%	62	104	42	68%
	Through	466	546	81	17%	604	665	62	10%
	Right	63	49	-14	-22%	49	34	-15	-30%
	EB Total	571	676	105	18%	714	803	89	12%
WEST BOUND	Left	92	40	-52	-56%	83	49	-34	-41%
	Through	623	668	45	7%	623	736	113	18%
	Right	81	86	6	7%	66	94	28	42%
	WB Total	795	794	-1	0%	772	879	107	14%
TOTAL ENTERING VOLUME		2,291	2,340	49	2%	2,562	2,629	67	3%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	530	468			
North Leg	Outbound	434	580			
North Leg	**TOTAL**	**964**	**1,048**	**6%**	**7%**	**15,843**
South Leg	Inbound	340	479			
South Leg	Outbound	363	320			
South Leg	**TOTAL**	**703**	**799**	**0%**	**0%**	**6,953**
East Leg	Inbound	794	879			
East Leg	Outbound	676	840			
East Leg	**TOTAL**	**1,470**	**1,719**	**8%**	**10%**	**17,389**
West Leg	Inbound	676	803			
West Leg	Outbound	867	889			
West Leg	**TOTAL**	**1,543**	**1,692**	**7%**	**8%**	**21,643**
OVERALL TOTAL		***4,680***	***5,258***	***8%***	***9%***	***61,828***

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Project:	Chino Lovett Industrial	Job #:	15334
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	5/22/23

LOCATION: Ramona Av. & Edison Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	47	45	-2	-4%	77	98	22	28%
	Through	352	324	-28	-8%	375	311	-64	-17%
	Right	49	92	43	88%	45	111	67	149%
	NB Total	448	461	14	3%	496	520	24	5%
SOUTH BOUND	Left	39	32	-7	-18%	25	25	1	2%
	Through	346	273	-73	-21%	338	270	-68	-20%
	Right	63	26	-37	-59%	100	53	-47	-47%
	SB Total	448	331	-117	-26%	463	348	-115	-25%
EAST BOUND	Left	82	52	-30	-37%	130	58	-72	-55%
	Through	536	689	153	29%	836	1,124	288	34%
	Right	48	60	12	25%	101	105	5	4%
	EB Total	666	801	135	20%	1,066	1,287	221	21%
WEST BOUND	Left	38	99	61	161%	61	115	55	90%
	Through	578	792	214	37%	699	879	180	26%
	Right	35	46	11	31%	26	21	-5	-19%
	WB Total	651	937	286	44%	786	1,015	230	29%
TOTAL ENTERING VOLUME		2,212	2,530	318	14%	2,810	3,170	360	13%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	331	348			
North Leg	Outbound	422	390			
North Leg	**TOTAL**	**753**	**738**	**11%**	**11%**	**6,953**
South Leg	Inbound	461	520			
South Leg	Outbound	432	490			
South Leg	**TOTAL**	**893**	**1,010**	**0%**	**0%**	**7,779**
East Leg	Inbound	937	1,015			
East Leg	Outbound	813	1,260			
East Leg	**TOTAL**	**1,750**	**2,275**	**5%**	**6%**	**38,285**
West Leg	Inbound	801	1,287			
West Leg	Outbound	863	1,030			
West Leg	**TOTAL**	**1,664**	**2,317**	**4%**	**6%**	**38,884**
OVERALL TOTAL		***5,060***	***6,340***	**6%**	***7%***	***91,901***

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Project: Chino Lovett Industrial
Scenario: Horizon Year (2045) Without Project

Job #: 15334
Analyst: JB
Date: 5/22/23

LOCATION: Yorba Av. & Chino Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	19	21	3	14%	83	91	9	10%
	Through	49	51	2	4%	199	192	-7	-4%
	Right	8	9	2	20%	35	37	3	7%
	NB Total	75	81	6	8%	316	320	4	1%
SOUTH BOUND	Left	33	33	1	2%	16	16	0	0%
	Through	106	106	0	0%	82	78	-4	-5%
	Right	102	101	-1	0%	65	67	2	3%
	SB Total	240	240	0	0%	163	161	-2	-1%
EAST BOUND	Left	86	82	-4	-4%	92	100	8	9%
	Through	479	512	33	7%	541	648	107	20%
	Right	74	77	4	5%	28	32	5	16%
	EB Total	638	671	33	5%	661	780	120	18%
WEST BOUND	Left	18	19	2	9%	10	11	1	10%
	Through	365	392	28	8%	390	452	62	16%
	Right	29	29	0	0%	37	38	1	3%
	WB Total	411	440	29	7%	437	501	64	15%
TOTAL ENTERING VOLUME		1,364	1,432	68	5%	1,577	1,762	186	12%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	240	161			
North Leg	Outbound	162	330			
North Leg	**TOTAL**	**402**	**491**	**1436%**	**1754%**	**28**
South Leg	Inbound	81	320			
South Leg	Outbound	202	121			
South Leg	**TOTAL**	**283**	**441**	**0%**	**0%**	**8**
East Leg	Inbound	440	501			
East Leg	Outbound	554	701			
East Leg	**TOTAL**	**994**	**1,202**	**6%**	**7%**	**16,297**
West Leg	Inbound	671	780			
West Leg	Outbound	514	610			
West Leg	**TOTAL**	**1,185**	**1,390**	**7%**	**9%**	**16,278**
OVERALL TOTAL		***2,864***	***3,524***	**9%**	***11%***	***32,611***

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Project: Chino Lovett Industrial
Scenario: Horizon Year (2045) Without Project

Job #: 15334
Analyst: JB
Date: 5/22/23

LOCATION: Yorba Av. & Schaefer Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	12	11	-1	-4%	42	44	2	5%
	Through	45	43	-2	-4%	128	124	-4	-3%
	Right	16	16	0	0%	73	73	0	0%
	NB Total	73	70	-3	-3%	243	241	-2	-1%
SOUTH BOUND	Left	24	25	2	6%	35	36	1	3%
	Through	87	86	-1	-1%	75	76	2	2%
	Right	28	28	0	0%	37	39	2	5%
	SB Total	138	139	1	1%	147	151	5	3%
EAST BOUND	Left	43	46	3	7%	35	36	1	3%
	Through	505	553	49	10%	774	811	37	5%
	Right	42	43	1	2%	16	16	1	3%
	EB Total	590	642	53	9%	825	863	39	5%
WEST BOUND	Left	53	52	-1	-2%	26	28	3	10%
	Through	752	745	-7	-1%	680	767	87	13%
	Right	31	32	1	3%	38	40	2	5%
	WB Total	836	829	-7	-1%	744	835	92	12%
TOTAL ENTERING VOLUME		1,636	1,680	44	3%	1,958	2,090	133	7%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	139	151			
North Leg	Outbound	121	200			
North Leg	**TOTAL**	**260**	**351**	**3250%**	**4388%**	**8**
South Leg	Inbound	70	241			
South Leg	Outbound	181	120			
South Leg	**TOTAL**	**251**	**361**	**0%**	**0%**	**-**
East Leg	Inbound	829	835			
East Leg	Outbound	594	920			
East Leg	**TOTAL**	**1,423**	**1,755**	**8%**	**10%**	**17,398**
West Leg	Inbound	642	863			
West Leg	Outbound	784	850			
West Leg	**TOTAL**	**1,426**	**1,713**	**8%**	**10%**	**17,389**
OVERALL TOTAL		***3,360***	***4,180***	**10%**	***12%***	***34,795***

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Project: Chino Lovett Industrial
Scenario: Horizon Year (2045) Without Project

Job #: 15334
Analyst: JB
Date: 5/22/23

LOCATION: Yorba Av. & Edison Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	19	16	-3	-14%	57	52	-5	-9%
	Through	26	21	-5	-19%	81	73	-8	-10%
	Right	19	25	6	32%	59	75	16	27%
	NB Total	64	62	-2	-2%	197	200	3	2%
SOUTH BOUND	Left	38	55	17	45%	18	23	6	31%
	Through	57	48	-9	-16%	52	46	-6	-12%
	Right	36	34	-2	-6%	72	69	-3	-4%
	SB Total	131	137	6	5%	142	138	-4	-2%
EAST BOUND	Left	48	44	-4	-8%	61	63	2	3%
	Through	502	740	239	48%	807	1,171	365	45%
	Right	77	66	-11	-14%	22	21	-1	-2%
	EB Total	626	850	224	36%	889	1,255	366	41%
WEST BOUND	Left	57	76	20	35%	35	46	12	33%
	Through	566	850	284	50%	622	883	262	42%
	Right	18	25	8	43%	27	38	12	43%
	WB Total	640	951	311	49%	683	967	285	42%
TOTAL ENTERING VOLUME		1,461	2,000	539.5	37%	1,910	2,560	650	34%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	137	138			
North Leg	Outbound	90	174			
North Leg	**TOTAL**	**227**	**312**	**7%**	**9%**	**3,328**
South Leg	Inbound	62	200			
South Leg	Outbound	190	113			
South Leg	**TOTAL**	**252**	**313**	**0%**	**0%**	**3,399**
East Leg	Inbound	951	967			
East Leg	Outbound	820	1,269			
East Leg	**TOTAL**	**1,771**	**2,236**	**5%**	**6%**	**36,265**
West Leg	Inbound	850	1,255			
West Leg	Outbound	900	1,004			
West Leg	**TOTAL**	**1,750**	**2,259**	**5%**	**6%**	**38,285**
OVERALL TOTAL		***4,000***	***5,120***	**5%**	***6%***	***81,277***

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Project:	Chino Lovett Industrial	Job #:	15334
Scenario:	Horizon Year (2045) Without Project	Analyst:	JB
		Date:	5/22/23

LOCATION: Monte Vista Av. & Schaefer Av.
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	14	18	5	33%	34	42	9	25%
	Through	147	152	5	3%	258	252	-6	-2%
	Right	57	65	9	15%	137	164	28	20%
	NB Total	217	235	18	8%	428	458	31	7%
SOUTH BOUND	Left	39	25	-14	-36%	68	50	-18	-26%
	Through	152	152	0	0%	173	206	34	19%
	Right	52	39	-13	-24%	46	35	-11	-24%
	SB Total	243	216	-27	-11%	286	291	5	2%
EAST BOUND	Left	37	37	0	0%	53	43	-10	-19%
	Through	466	510	44	9%	813	816	4	0%
	Right	39	65	27	69%	17	27	11	64%
	EB Total	542	612	71	13%	882	886	4	0%
WEST BOUND	Left	85	113	29	34%	55	97	43	78%
	Through	770	773	4	0%	662	753	92	14%
	Right	40	31	-9	-22%	27	24	-3	-11%
	WB Total	894	917	24	3%	743	874	131	18%
TOTAL ENTERING VOLUME		1,895	1,980	85.5	5%	2,339	2,509	171	7%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	216	291			
North Leg	Outbound	220	319			
North Leg	**TOTAL**	**436**	**610**	**19%**	**27%**	**2,252**
South Leg	Inbound	235	458			
South Leg	Outbound	330	330			
South Leg	**TOTAL**	**565**	**788**	**0%**	**0%**	**5,481**
East Leg	Inbound	917	874			
East Leg	Outbound	600	1,030			
East Leg	**TOTAL**	**1,517**	**1,904**	**7%**	**9%**	**20,605**
West Leg	Inbound	612	886			
West Leg	Outbound	830	830			
West Leg	**TOTAL**	**1,442**	**1,716**	**8%**	**9%**	**19,195**
OVERALL TOTAL		***3,960***	***5,018***	***8%***	***11%***	***47,533***

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APPENDIX 5.1: E+P CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	8	16	11	17	36	58	26	565	46	38	690	13	1,521

2: Ramona Av. & Chino Av.

	PHF:	0.793			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	37	319	81	55	465	118	106	541	64	74	407	34	2,299

3: Ramona Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	35	292	79	84	359	90	43	475	63	93	625	82	2,316

4: Ramona Av. & Edison Av.

	PHF:	0.934			7:30				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	47	358	51	39	347	63	82	546	48	39	580	35	2,234

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	0	0	0	3	0	2	9	601	0	0	794	9	1,417

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	0	0	0	1	0	1	3	602	0	0	803	6	1,415

7: Yorba Av. & Chino Av.

	PHF:	0.835			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	20	50	9	33	109	102	86	479	80	21	365	29	1,379

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	10	102	0	0	190	3	1	0	4	0	0	0	310

9: Yorba Av. & Driveway 4

	PHF:	0.945			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	9	125	3	2	149	6	1	0	2	0	0	2	298

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	9	136	0	0	148	3	1	0	2	0	0	0	298

11: Yorba Av. & Schaefer Av.

	PHF:	0.950			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	23	60	16	25	91	30	52	506	45	53	756	35	1,690

12: Yorba Av. & Edison Av.

	PHF:	0.899			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	19	34	19	39	60	39	59	502	77	57	566	24	1,493

13: Monte Vista Av. & Schaefer Av.

	PHF:	0.919			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	15	147	57	39	152	52	37	468	40	85	777	40	1,906

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

PHF: 0.899 | 4:45 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	20	38	36	18	17	19	45	712	8	2	733	16	1,662

2: Ramona Av. & Chino Av.

PHF: 0.978 | 4:30 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	55	508	70	31	376	102	95	552	40	39	456	38	2,360

3: Ramona Av. & Schaefer Av.

PHF: 0.949 | 4:30 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	58	453	104	96	298	71	62	606	49	88	631	72	2,586

4: Ramona Av. & Edison Av.

PHF: 0.902 | 16:30 | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	77	376	47	25	343	100	130	839	101	63	708	26	2,832

5: Driveway 1 & Schaefer Av.

PHF: | Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	0	0	0	9	0	9	3	827	0	0	769	5	1,622

6: Driveway 2 & Schaefer Av.

PHF: | Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	0	0	0	5	0	3	1	836	0	0	772	1	1,618

7: Yorba Av. & Chino Av.

PHF: 0.915 | 4:30 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	88	202	38	16	83	65	92	541	29	11	390	37	1,591

8: Yorba Av. & Driveway 3

PHF: | Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	6	278	0	0	130	1	3	0	10	0	0	0	428

9: Yorba Av. & Driveway 4

PHF: 0.765 | 16:15 | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	2	228	1	2	147	1	5	0	8	6	0	9	408

10: Yorba Av. & Driveway 5

PHF: | Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	2	229	0	0	161	1	3	0	8	0	0	0	404

11: Yorba Av. & Schaefer Av.

PHF: 0.915 | 4:30 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	46	134	73	39	89	45	37	778	26	26	682	40	2,014

12: Yorba Av. & Edison Av.

PHF: 0.834 | 4:15 PM | Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	57	85	59	23	60	83	66	807	22	35	622	28	1,944

13: Monte Vista Av. & Schaefer Av.

PHF: 0.935 | 16:30 | Count Date: 4/4/2023

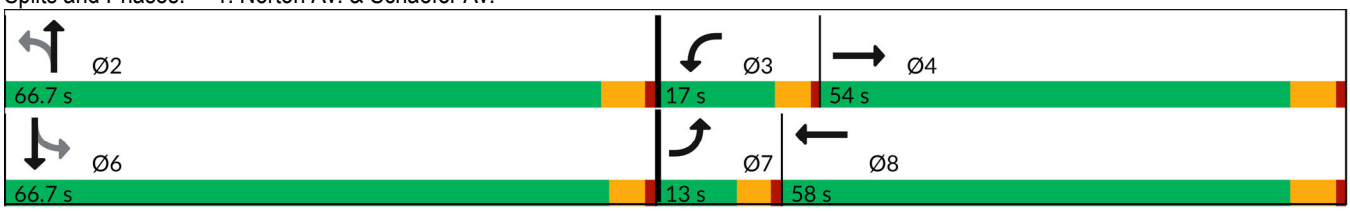
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
E+P (PCE):	35	258	137	68	173	46	53	819	18	55	664	27	2,349

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	565	38	690	8	16	17	36
Future Volume (vph)	26	565	38	690	8	16	17	36
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	26.9	8.9	27.2		14.2		14.9
Actuated g/C Ratio	0.16	0.52	0.17	0.53		0.28		0.29
v/c Ratio	0.11	0.38	0.15	0.43		0.08		0.25
Control Delay (s/veh)	35.0	15.9	33.2	15.9		13.5		11.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	35.0	15.9	33.2	15.9		13.5		11.8
LOS	D	B	C	B		B		B
Approach Delay (s/veh)		16.8		16.8		13.6		11.9
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 137.7
Actuated Cycle Length: 51.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay (s/veh): 16.4 — Intersection LOS: B
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Norton Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	565	46	38	690	13	8	16	11	17	36	58
Future Volume (veh/h)	26	565	46	38	690	13	8	16	11	17	36	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	29	635	45	43	775	14	9	18	9	19	40	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	1213	86	80	1337	24	167	96	42	162	83	52
Arrive On Green	0.04	0.38	0.38	0.05	0.39	0.39	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1619	3234	229	1619	3435	62	313	941	418	299	814	509
Grp Volume(v), veh/h	29	335	345	43	386	403	36	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1753	1619	1710	1787	1672	0	0	1621	0	0
Q Serve(g_s), s	0.6	5.1	5.1	0.9	5.9	5.9	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	5.1	5.1	0.9	5.9	5.9	0.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.25		0.25	0.22		0.31
Lane Grp Cap(c), veh/h	57	642	658	80	666	695	305	0	0	296	0	0
V/C Ratio(X)	0.51	0.52	0.52	0.54	0.58	0.58	0.12	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	408	2472	2534	602	2678	2798	3080	0	0	3112	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	8.1	8.1	15.5	8.0	8.0	13.7	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.7	0.6	2.1	0.8	0.8	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	1.1	0.3	1.2	1.2	0.2	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	8.8	8.7	17.6	8.8	8.8	13.9	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		709			832			36			86	
Approach Delay, s/veh		9.1			9.3			13.9			14.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.8	6.2	18.3		8.8	5.8	18.8				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		61.3	12.4	48.2		* 62	8.4	52.2				
Max Q Clear Time (g_c+I1), s		2.6	2.9	7.1		3.7	2.6	7.9				
Green Ext Time (p_c), s		0.2	0.0	4.1		0.5	0.0	5.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.6
HCM 6th LOS	A

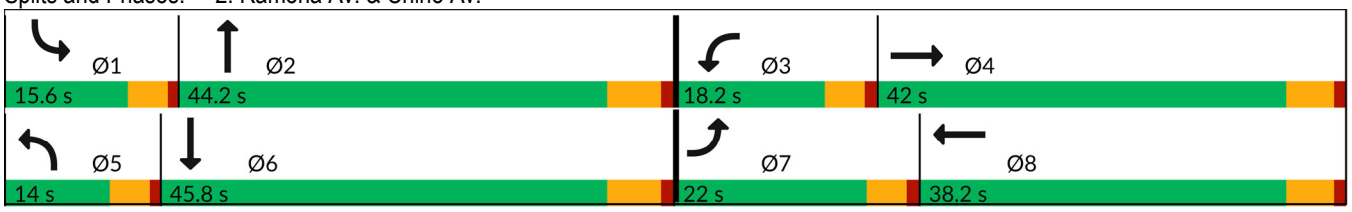
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	106	541	74	407	37	319	55	465
Future Volume (vph)	106	541	74	407	37	319	55	465
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	12.3	30.1	10.0	24.0	7.5	24.6	8.6	28.2
Actuated g/C Ratio	0.14	0.34	0.11	0.27	0.08	0.28	0.10	0.32
v/c Ratio	0.59	0.66	0.51	0.60	0.34	0.54	0.44	0.68
Control Delay (s/veh)	53.7	31.9	54.8	33.0	54.0	29.9	55.2	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.7	31.9	54.8	33.0	54.0	29.9	55.2	31.2
LOS	D	C	D	C	D	C	E	C
Approach Delay (s/veh)		35.2		36.2		32.0		33.3
Approach LOS		D		D		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.6	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	541	64	74	407	34	37	319	81	55	465	118
Future Volume (veh/h)	106	541	64	74	407	34	37	319	81	55	465	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	134	685	68	94	515	35	47	404	71	70	589	97
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	941	93	117	874	59	71	770	134	89	810	133
Arrive On Green	0.10	0.30	0.30	0.07	0.27	0.27	0.04	0.26	0.26	0.05	0.28	0.28
Sat Flow, veh/h	1619	3137	311	1619	3245	220	1619	2909	507	1619	2940	483
Grp Volume(v), veh/h	134	373	380	94	271	279	47	236	239	70	342	344
Grp Sat Flow(s),veh/h/ln	1619	1710	1738	1619	1710	1755	1619	1710	1707	1619	1710	1713
Q Serve(g_s), s	5.4	12.9	13.0	3.8	9.1	9.2	1.9	7.8	7.9	2.8	12.0	12.0
Cycle Q Clear(g_c), s	5.4	12.9	13.0	3.8	9.1	9.2	1.9	7.8	7.9	2.8	12.0	12.0
Prop In Lane	1.00		0.18	1.00		0.13	1.00		0.30	1.00		0.28
Lane Grp Cap(c), veh/h	167	513	521	117	460	472	71	453	452	89	471	472
V/C Ratio(X)	0.80	0.73	0.73	0.80	0.59	0.59	0.66	0.52	0.53	0.79	0.73	0.73
Avail Cap(c_a), veh/h	426	946	961	333	848	870	230	992	990	269	1034	1035
HCM Platoon Ratio	1.00	1.00	1.00	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	29.0	20.7	20.8	30.2	21.0	21.0	31.2	20.8	20.8	30.9	21.7	21.7
Incr Delay (d2), s/veh	3.4	2.0	2.0	4.7	1.2	1.2	3.9	0.9	1.0	5.8	2.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.8	4.9	1.5	3.4	3.5	0.8	2.8	2.9	1.2	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	22.7	22.7	34.9	22.2	22.2	35.1	21.7	21.8	36.7	23.8	23.9
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		887			644			522			756	
Approach Delay, s/veh		24.2			24.1			22.9			25.1	
Approach LOS		C			C			C			C	

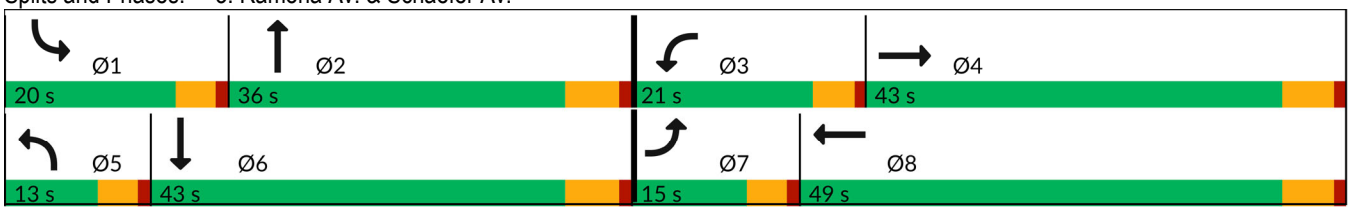
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	23.3	9.4	25.2	7.5	24.0	11.4	23.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	4.8	9.9	5.8	15.0	3.9	14.0	7.4	11.2
Green Ext Time (p_c), s	0.0	2.6	0.1	4.4	0.0	4.0	0.1	3.0

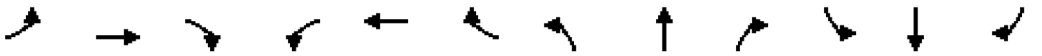
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	475	93	625	35	292	84	359
Future Volume (vph)	43	475	93	625	35	292	84	359
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	7.7	23.3	10.5	28.2	7.1	16.6	9.9	21.6
Actuated g/C Ratio	0.10	0.31	0.14	0.37	0.09	0.22	0.13	0.28
v/c Ratio	0.29	0.58	0.46	0.63	0.26	0.56	0.44	0.52
Control Delay (s/veh)	44.8	27.5	43.9	24.6	45.5	31.6	44.2	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.8	27.5	43.9	24.6	45.5	31.6	44.2	26.9
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		28.8		26.9		32.8		29.6
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 75.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	475	63	93	625	82	35	292	79	84	359	90
Future Volume (veh/h)	43	475	63	93	625	82	35	292	79	84	359	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	48	534	47	104	702	80	39	328	61	94	403	88
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	76	916	80	130	994	113	66	537	99	117	609	132
Arrive On Green	0.05	0.29	0.29	0.08	0.32	0.32	0.04	0.19	0.19	0.07	0.22	0.22
Sat Flow, veh/h	1619	3176	279	1619	3089	352	1619	2877	528	1619	2788	603
Grp Volume(v), veh/h	48	287	294	104	388	394	39	193	196	94	246	245
Grp Sat Flow(s),veh/h/ln	1619	1710	1745	1619	1710	1731	1619	1710	1695	1619	1710	1681
Q Serve(g_s), s	1.6	8.0	8.1	3.5	11.1	11.2	1.3	5.8	5.9	3.2	7.3	7.5
Cycle Q Clear(g_c), s	1.6	8.0	8.1	3.5	11.1	11.2	1.3	5.8	5.9	3.2	7.3	7.5
Prop In Lane	1.00		0.16	1.00		0.20	1.00		0.31	1.00		0.36
Lane Grp Cap(c), veh/h	76	493	503	130	550	557	66	319	317	117	373	367
V/C Ratio(X)	0.63	0.58	0.58	0.80	0.71	0.71	0.59	0.61	0.62	0.80	0.66	0.67
Avail Cap(c_a), veh/h	301	1138	1162	475	1322	1338	243	924	916	446	1138	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	17.0	17.0	25.3	16.6	16.6	26.4	20.8	20.9	25.5	19.9	20.0
Incr Delay (d2), s/veh	3.2	1.1	1.1	4.2	1.7	1.7	3.1	1.8	2.0	4.8	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.7	2.8	1.3	3.8	3.8	0.5	2.1	2.2	1.2	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	18.1	18.1	29.5	18.3	18.3	29.5	22.7	22.9	30.3	21.9	22.1
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		629			886			428			585	
Approach Delay, s/veh		18.9			19.6			23.4			23.3	
Approach LOS		B			B			C			C	

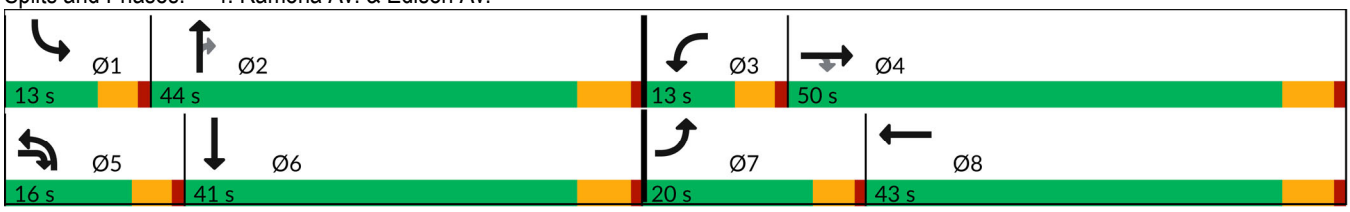
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	16.2	9.1	21.9	6.9	18.0	7.2	23.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	5.2	7.9	5.5	10.1	3.3	9.5	3.6	13.2
Green Ext Time (p_c), s	0.1	2.0	0.1	3.3	0.0	2.7	0.0	4.8

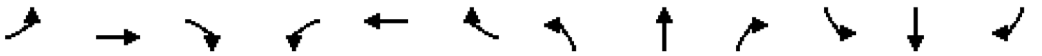
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	20.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	82	546	48	39	580	47	358	51	39	347
Future Volume (vph)	82	546	48	39	580	47	358	51	39	347
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	26.0	35.5	7.4	21.6	8.0	19.9	19.9	7.4	17.1
Actuated g/C Ratio	0.13	0.36	0.49	0.10	0.30	0.11	0.28	0.28	0.10	0.24
v/c Ratio	0.41	0.47	0.03	0.25	0.65	0.28	0.40	0.10	0.25	0.55
Control Delay (s/veh)	42.0	21.5	2.3	43.4	27.9	42.2	26.2	0.4	43.4	29.2
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)	42.0	21.5	2.3	43.4	27.9	42.2	26.2	0.4	43.4	29.2
LOS	D	C	A	D	C	D	C	A	D	C
Approach Delay (s/veh)		22.7			28.8		25.0			30.5
Approach LOS		C			C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 72.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 26.5	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	546	48	39	580	35	47	358	51	39	347	63
Future Volume (veh/h)	82	546	48	39	580	35	47	358	51	39	347	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	88	587	52	42	624	38	51	385	55	42	373	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	1032	930	68	904	55	77	925	400	68	768	135
Arrive On Green	0.07	0.30	0.30	0.04	0.28	0.28	0.05	0.27	0.27	0.04	0.26	0.26
Sat Flow, veh/h	1619	3420	2658	1619	3275	199	1619	3420	1478	1619	2902	509
Grp Volume(v), veh/h	88	587	52	42	326	336	51	385	55	42	218	221
Grp Sat Flow(s),veh/h/ln	1619	1710	1329	1619	1710	1764	1619	1710	1478	1619	1710	1701
Q Serve(g_s), s	3.2	8.7	0.8	1.5	10.3	10.3	1.9	5.6	1.7	1.5	6.5	6.6
Cycle Q Clear(g_c), s	3.2	8.7	0.8	1.5	10.3	10.3	1.9	5.6	1.7	1.5	6.5	6.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	109	1032	930	68	472	487	77	925	400	68	453	450
V/C Ratio(X)	0.80	0.57	0.06	0.62	0.69	0.69	0.66	0.42	0.14	0.62	0.48	0.49
Avail Cap(c_a), veh/h	413	2501	2072	225	1053	1086	305	2162	934	225	996	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	17.8	13.1	28.5	19.6	19.6	28.3	18.1	16.7	28.5	18.7	18.8
Incr Delay (d2), s/veh	5.1	0.5	0.0	3.4	1.8	1.8	3.6	0.3	0.2	3.4	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	0.2	0.6	3.7	3.8	0.7	1.9	0.5	0.6	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	18.3	13.1	31.9	21.4	21.3	31.9	18.4	16.9	31.9	19.5	19.6
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		727			704			491			481	
Approach Delay, s/veh		19.7			22.0			19.6			20.6	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	22.1	7.1	24.0	7.5	21.8	8.7	22.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	3.5	7.6	3.5	10.7	3.9	8.6	5.2	12.3
Green Ext Time (p_c), s	0.0	2.6	0.0	4.1	0.0	2.4	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	20.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	601	794	9	3	2
Future Vol, veh/h	9	601	794	9	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	653	863	10	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	873	0	-	0	1215	437
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	781	-	-	-	177	573
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	781	-	-	-	175	573
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	781	-	-	-	361
HCM Lane V/C Ratio	0.013	-	-	-	0.015
HCM Control Delay (s/veh)	9.7	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	602	803	6	1	1
Future Vol, veh/h	3	602	803	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	654	873	7	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	880	0	-	0	1210	440
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	777	-	-	-	178	570
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	177	570
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	704	-

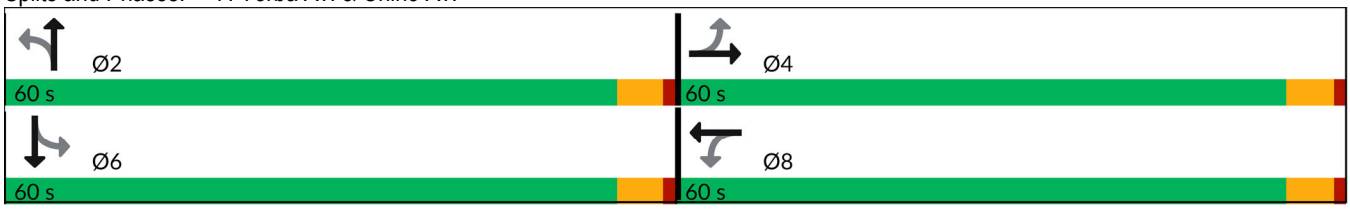
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.4
HCM LOS			B

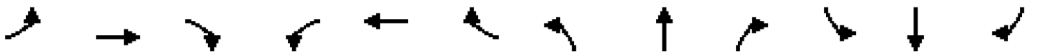
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	385
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s/veh)	9.7	-	-	-	14.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	86	479	21	365	20	50	33	109
Future Volume (vph)	86	479	21	365	20	50	33	109
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	15.5	15.5	15.5		13.6		13.6
Actuated g/C Ratio	0.39	0.39	0.39	0.39		0.34		0.34
v/c Ratio	0.33	0.51	0.10	0.36		0.17		0.51
Control Delay (s/veh)	13.3	11.3	10.4	10.0		10.3		13.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.3	11.3	10.4	10.0		10.3		13.2
LOS	B	B	B	B		B		B
Approach Delay (s/veh)		11.6		10.1		10.3		13.3
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 40.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 11.4	Intersection LOS: B
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	479	80	21	365	29	20	50	9	33	109	102
Future Volume (veh/h)	86	479	80	21	365	29	20	50	9	33	109	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	104	577	80	25	440	25	24	60	6	40	131	77
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1241	172	438	1356	77	205	327	27	176	238	125
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	888	3008	416	744	3285	186	229	1338	112	162	973	511
Grp Volume(v), veh/h	104	327	330	25	228	237	90	0	0	248	0	0
Grp Sat Flow(s),veh/h/ln	888	1710	1713	744	1710	1761	1679	0	0	1645	0	0
Q Serve(g_s), s	2.8	4.3	4.3	0.8	2.8	2.8	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	5.5	4.3	4.3	5.1	2.8	2.8	1.2	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.11	0.27		0.07	0.16		0.31
Lane Grp Cap(c), veh/h	521	706	707	438	706	727	559	0	0	539	0	0
V/C Ratio(X)	0.20	0.46	0.47	0.06	0.32	0.33	0.16	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1738	3049	3055	1458	3049	3140	2984	0	0	3039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	6.5	6.5	8.4	6.1	6.1	9.2	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.3	0.3	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	0.1	0.5	0.5	0.3	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	7.0	7.0	8.4	6.4	6.4	9.3	0.0	0.0	10.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			B		
Approach Vol, veh/h		761			490			90			248	
Approach Delay, s/veh		7.2			6.5			9.3			10.9	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.6		18.0		12.6		18.0				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.2		7.5		6.0		7.1				
Green Ext Time (p_c), s		0.5		5.0		1.6		3.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	10	102	190	3
Future Vol, veh/h	1	4	10	102	190	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	4	11	111	207	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	342	209	210	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	658	836	1373	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	652	836	1373	-	-	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.6	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	791	-	-
HCM Lane V/C Ratio	0.008	-	0.007	-	-
HCM Control Delay (s/veh)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	0	0	2	9	125	3	2	149	6
Future Vol, veh/h	1	0	2	0	0	2	9	125	3	2	149	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	2	0	0	2	10	133	3	2	159	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	322	322	162	322	324	135	165	0	0	136	0	0
Stage 1	166	166	-	155	155	-	-	-	-	-	-	-
Stage 2	156	156	-	167	169	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	635	599	888	635	597	919	1426	-	-	1461	-	-
Stage 1	841	765	-	852	773	-	-	-	-	-	-	-
Stage 2	851	772	-	840	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	629	593	888	629	591	919	1426	-	-	1461	-	-
Mov Cap-2 Maneuver	629	593	-	629	591	-	-	-	-	-	-	-
Stage 1	834	763	-	845	767	-	-	-	-	-	-	-
Stage 2	842	766	-	836	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.6	8.9	0.5	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	781	919	1461	-	-
HCM Lane V/C Ratio	0.007	-	-	0.004	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.6	8.9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	9	136	148	3
Future Vol, veh/h	1	2	9	136	148	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	10	148	161	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	331	163	164	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	668	887	1427	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	663	887	1427	-	-	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	867	-	-	-	-	-

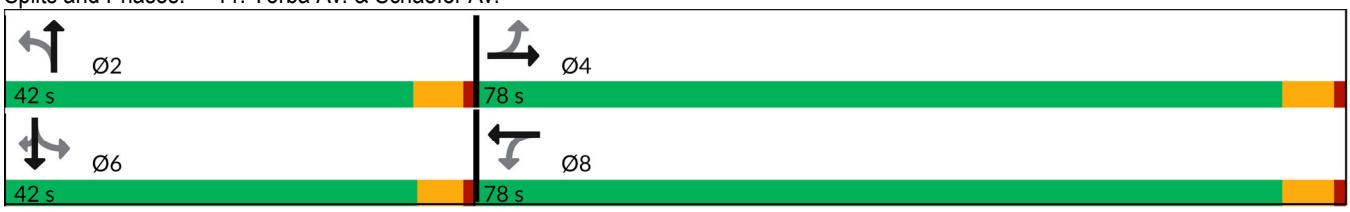
Approach	EB	NB	SB
HCM Control Delay, s/v	9.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1427	-	797	-	-
HCM Lane V/C Ratio	0.007	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	52	506	53	756	23	60	25	91	30
Future Volume (vph)	52	506	53	756	23	60	25	91	30
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	78.0	78.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.4	20.4	20.4	20.4		10.4		10.8	10.8
Actuated g/C Ratio	0.56	0.56	0.56	0.56		0.28		0.30	0.30
v/c Ratio	0.17	0.30	0.13	0.44		0.23		0.25	0.06
Control Delay (s/veh)	10.1	7.8	9.1	8.9		12.6		13.3	5.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	10.1	7.8	9.1	8.9		12.6		13.3	5.5
LOS	B	A	A	A		B		B	A
Approach Delay (s/veh)		8.1		9.0		12.6		11.7	
Approach LOS		A		A		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 36.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	506	45	53	756	35	23	60	16	25	91	30
Future Volume (veh/h)	52	506	45	53	756	35	23	60	16	25	91	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	55	533	43	56	796	35	24	63	8	26	96	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	434	1453	117	532	1513	67	195	159	18	194	220	228
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	633	3199	257	803	3333	147	239	1061	120	262	1473	1525
Grp Volume(v), veh/h	55	284	292	56	408	423	95	0	0	122	0	21
Grp Sat Flow(s),veh/h/ln	633	1710	1747	803	1710	1769	1420	0	0	1735	0	1525
Q Serve(g_s), s	1.9	3.1	3.1	1.4	4.8	4.8	0.3	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	6.8	3.1	3.1	4.5	4.8	4.8	2.0	0.0	0.0	1.8	0.0	0.3
Prop In Lane	1.00		0.15	1.00		0.08	0.25		0.08	0.21		1.00
Lane Grp Cap(c), veh/h	434	776	793	532	776	803	372	0	0	414	0	228
V/C Ratio(X)	0.13	0.37	0.37	0.11	0.53	0.53	0.26	0.00	0.00	0.29	0.00	0.09
Avail Cap(c_a), veh/h	1764	4369	4464	2219	4369	4521	2224	0	0	2357	0	1992
HCM Platoon Ratio	1.00	1.00	1.00	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	8.0	5.1	5.1	6.5	5.5	5.5	10.9	0.0	0.0	11.0	0.0	10.4
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.1	0.6	0.5	0.4	0.0	0.0	0.4	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	0.1	0.3	0.3	0.1	0.5	0.5	0.4	0.0	0.0	0.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	5.3	5.3	6.6	6.1	6.1	11.3	0.0	0.0	11.4	0.0	10.5
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		631			887			95			143	
Approach Delay, s/veh		5.6			6.1			11.3			11.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	9.6	18.6	9.6	18.6
Change Period (Y+Rc), s	5.4	5.8	* 5.4	5.8
Max Green Setting (Gmax), s	36.6	72.2	* 37	72.2
Max Q Clear Time (g_c+I1), s	4.0	8.8	3.8	6.8
Green Ext Time (p_c), s	0.5	4.0	0.7	5.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.6
HCM 6th LOS	A

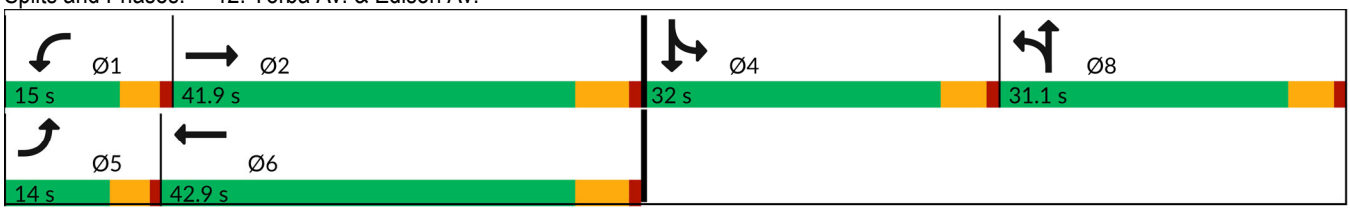
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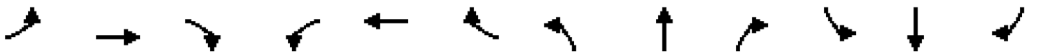
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	59	502	57	566	34	60
Future Volume (vph)	59	502	57	566	34	60
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	11.8	29.6	11.8	29.6	17.7	18.7
Actuated g/C Ratio	0.17	0.43	0.17	0.43	0.26	0.27
v/c Ratio	0.22	0.44	0.21	0.44	0.17	0.32
Control Delay (s/veh)	40.8	24.6	40.3	24.9	28.3	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.8	24.6	40.3	24.9	28.3	30.8
LOS	D	C	D	C	C	C
Approach Delay (s/veh)		26.2		26.3	28.4	30.9
Approach LOS		C		C	C	C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 68.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 26.8	Intersection LOS: C
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	502	77	57	566	24	19	34	19	39	60	39
Future Volume (veh/h)	59	502	77	57	566	24	19	34	19	39	60	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	66	558	76	63	629	25	21	38	21	43	67	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	821	111	134	906	36	57	102	57	87	136	43
Arrive On Green	0.08	0.27	0.27	0.08	0.27	0.27	0.13	0.13	0.13	0.16	0.16	0.16
Sat Flow, veh/h	1714	3016	409	1714	3353	133	446	806	446	564	878	275
Grp Volume(v), veh/h	66	316	318	63	321	333	80	0	0	131	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1716	1714	1710	1776	1698	0	0	1717	0	0
Q Serve(g_s), s	2.1	9.2	9.3	2.0	9.4	9.5	2.4	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	2.1	9.2	9.3	2.0	9.4	9.5	2.4	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.07	0.26		0.26	0.33		0.16
Lane Grp Cap(c), veh/h	137	466	467	134	462	480	216	0	0	266	0	0
V/C Ratio(X)	0.48	0.68	0.68	0.47	0.69	0.69	0.37	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	287	1101	1105	318	1132	1175	787	0	0	824	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.7	18.2	18.2	24.7	18.4	18.4	22.4	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.7	1.8	1.0	1.9	1.8	1.1	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	0.8	3.2	3.3	0.7	3.3	3.4	0.9	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	19.9	20.0	25.7	20.3	20.2	23.5	0.0	0.0	23.1	0.0	0.0
LnGrp LOS	C	B	B	C	C	C	C			C		
Approach Vol, veh/h		700			717			80			131	
Approach Delay, s/veh		20.5			20.7			23.5			23.1	
Approach LOS		C			C			C			C	

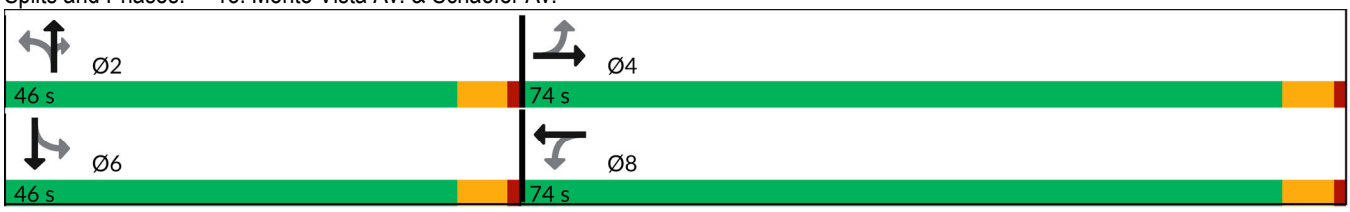
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	21.1		13.8	9.1	20.9		12.2				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	4.0	11.3		5.9	4.1	11.5		4.4				
Green Ext Time (p_c), s	0.0	3.6		0.6	0.0	3.7		0.3				

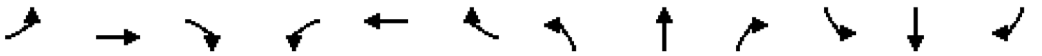
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		20.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	468	85	777	15	147	57	39	152
Future Volume (vph)	37	468	85	777	15	147	57	39	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.0	19.0	19.0	19.0	11.5	11.5	11.5	11.5	11.5
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.18	0.36	0.27	0.58	0.05	0.32	0.13	0.13	0.24
Control Delay (s/veh)	11.3	9.0	11.3	11.2	12.9	15.0	5.0	13.7	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.3	9.0	11.3	11.2	12.9	15.0	5.0	13.7	10.7
LOS	B	A	B	B	B	B	A	B	B
Approach Delay (s/veh)		9.2		11.2		12.3			11.3
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 42.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	468	40	85	777	40	15	147	57	39	152	52
Future Volume (veh/h)	37	468	40	85	777	40	15	147	57	39	152	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	509	34	92	845	36	16	160	49	42	165	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	1466	98	508	1506	64	393	376	319	367	560	145
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	604	3251	217	828	3338	142	1125	1800	1525	1125	2681	694
Grp Volume(v), veh/h	40	267	276	92	433	448	16	160	49	42	103	106
Grp Sat Flow(s),veh/h/ln	604	1710	1758	828	1710	1770	1125	1800	1525	1125	1710	1664
Q Serve(g_s), s	1.7	3.3	3.4	2.7	6.1	6.1	0.4	2.5	0.9	1.1	1.7	1.8
Cycle Q Clear(g_c), s	7.8	3.3	3.4	6.0	6.1	6.1	2.2	2.5	0.9	3.7	1.7	1.8
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	379	771	793	508	771	799	393	376	319	367	357	348
V/C Ratio(X)	0.11	0.35	0.35	0.18	0.56	0.56	0.04	0.43	0.15	0.11	0.29	0.30
Avail Cap(c_a), veh/h	1358	3542	3640	1849	3542	3667	1546	2219	1881	1519	2108	2052
HCM Platoon Ratio	1.00	1.00	1.00	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	9.5	5.9	5.9	7.9	6.6	6.6	11.9	11.3	10.6	12.9	11.0	11.0
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.2	0.6	0.6	0.0	0.8	0.2	0.1	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.3	1.0	1.0	0.1	0.8	0.2	0.2	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	6.1	6.1	8.0	7.3	7.3	12.0	12.1	10.9	13.0	11.4	11.5
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		583			973			225			251	
Approach Delay, s/veh		6.4			7.3			11.8			11.7	
Approach LOS		A			A			B			B	

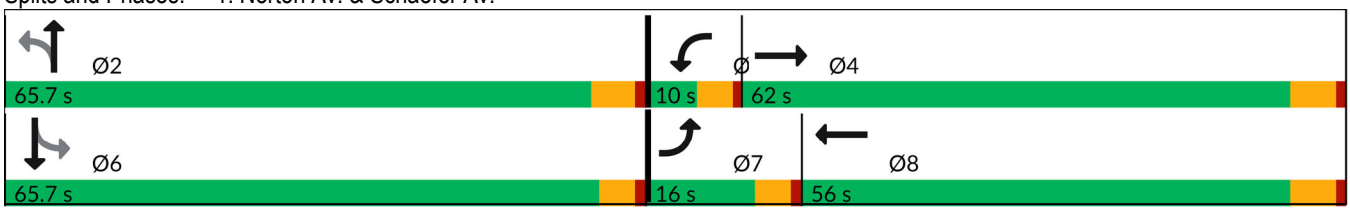
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.3		20.7		12.3		20.7				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		4.5		9.8		5.7		8.1				
Green Ext Time (p_c), s		1.1		3.6		1.3		6.7				

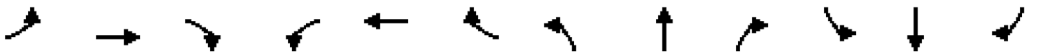
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.1									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	45	712	2	733	20	38	18	17
Future Volume (vph)	45	712	2	733	20	38	18	17
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	35.7	7.7	30.1		15.4		15.8
Actuated g/C Ratio	0.16	0.62	0.13	0.52		0.27		0.27
v/c Ratio	0.19	0.38	0.00	0.47		0.23		0.13
Control Delay (s/veh)	36.7	12.4	43.0	17.9		16.5		14.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	36.7	12.4	43.0	17.9		16.5		14.5
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		13.9		18.0		16.5		14.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 57.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	712	8	2	733	16	20	38	36	18	17	19
Future Volume (veh/h)	45	712	8	2	733	16	20	38	36	18	17	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	51	800	9	2	824	16	22	43	16	20	19	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	1560	18	5	1364	26	165	102	34	212	97	12
Arrive On Green	0.06	0.45	0.45	0.00	0.40	0.40	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1619	3463	39	1619	3430	67	355	961	324	606	915	117
Grp Volume(v), veh/h	51	395	414	2	411	429	81	0	0	42	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1792	1619	1710	1786	1640	0	0	1638	0	0
Q Serve(g_s), s	1.1	5.9	5.9	0.0	6.8	6.8	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	5.9	5.9	0.0	6.8	6.8	1.6	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.27		0.20	0.48		0.07
Lane Grp Cap(c), veh/h	90	771	807	5	680	711	302	0	0	322	0	0
V/C Ratio(X)	0.57	0.51	0.51	0.44	0.60	0.60	0.27	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	515	2680	2808	244	2394	2501	2846	0	0	2782	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	7.0	7.0	17.9	8.6	8.6	15.0	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.5	0.5	23.3	0.9	0.8	0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	0.0	1.5	1.5	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	7.6	7.5	41.1	9.4	9.4	15.5	0.0	0.0	14.9	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	B			B		
Approach Vol, veh/h		860			842			81			42	
Approach Delay, s/veh		8.2			9.5			15.5			14.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.2	4.7	22.0		9.2	6.6	20.1				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		60.3	5.4	56.2		* 61	11.4	50.2				
Max Q Clear Time (g_c+I1), s		3.6	2.0	7.9		2.8	3.1	8.8				
Green Ext Time (p_c), s		0.4	0.0	5.1		0.2	0.0	5.4				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.3
HCM 6th LOS	A

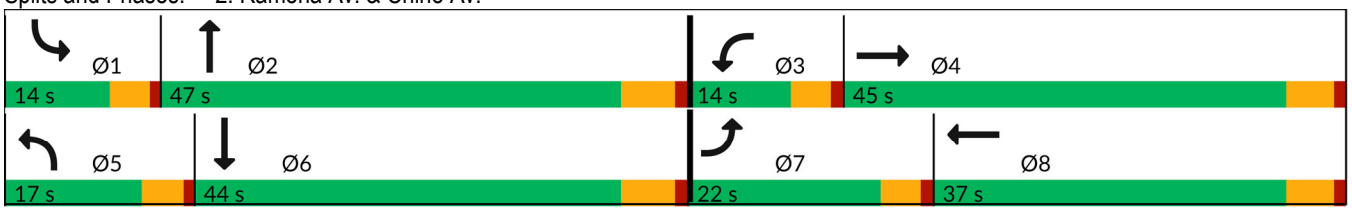
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	95	552	39	456	55	508	31	376
Future Volume (vph)	95	552	39	456	55	508	31	376
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	9.8	22.8	7.2	17.8	8.0	21.2	6.9	18.3
Actuated g/C Ratio	0.15	0.34	0.11	0.27	0.12	0.32	0.10	0.27
v/c Ratio	0.41	0.52	0.22	0.55	0.29	0.54	0.19	0.52
Control Delay (s/veh)	38.3	22.6	39.6	26.8	39.1	23.3	39.6	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.3	22.6	39.6	26.8	39.1	23.3	39.6	24.7
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		24.8		27.8		24.7		25.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 66.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	552	40	39	456	38	55	508	70	31	376	102
Future Volume (veh/h)	95	552	40	39	456	38	55	508	70	31	376	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	97	563	36	40	465	38	56	518	63	32	384	83
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	876	56	69	756	62	87	785	95	58	667	143
Arrive On Green	0.07	0.27	0.27	0.04	0.24	0.24	0.05	0.26	0.26	0.04	0.24	0.24
Sat Flow, veh/h	1619	3260	208	1619	3198	260	1619	3071	372	1619	2802	600
Grp Volume(v), veh/h	97	295	304	40	248	255	56	288	293	32	233	234
Grp Sat Flow(s),veh/h/ln	1619	1710	1758	1619	1710	1748	1619	1710	1733	1619	1710	1692
Q Serve(g_s), s	3.0	7.8	7.9	1.2	6.6	6.7	1.7	7.7	7.8	1.0	6.2	6.3
Cycle Q Clear(g_c), s	3.0	7.8	7.9	1.2	6.6	6.7	1.7	7.7	7.8	1.0	6.2	6.3
Prop In Lane	1.00		0.12	1.00		0.15	1.00		0.21	1.00		0.35
Lane Grp Cap(c), veh/h	121	459	472	69	404	413	87	437	443	58	407	403
V/C Ratio(X)	0.80	0.64	0.64	0.58	0.61	0.62	0.65	0.66	0.66	0.55	0.57	0.58
Avail Cap(c_a), veh/h	549	1320	1357	297	1053	1077	391	1373	1392	297	1273	1260
HCM Platoon Ratio	1.00	1.00	1.00	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	23.4	16.6	16.6	24.1	17.5	17.5	23.8	17.1	17.1	24.3	17.2	17.3
Incr Delay (d2), s/veh	4.7	1.5	1.5	2.9	1.5	1.5	3.0	1.7	1.7	3.1	1.3	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	1.2	2.7	2.8	0.5	2.4	2.4	0.6	2.6	2.7	0.4	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.0	18.1	18.1	27.0	19.0	19.0	26.8	18.8	18.8	27.4	18.5	18.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		696			543			637			499	
Approach Delay, s/veh		19.5			19.6			19.5			19.1	
Approach LOS		B			B			B			B	

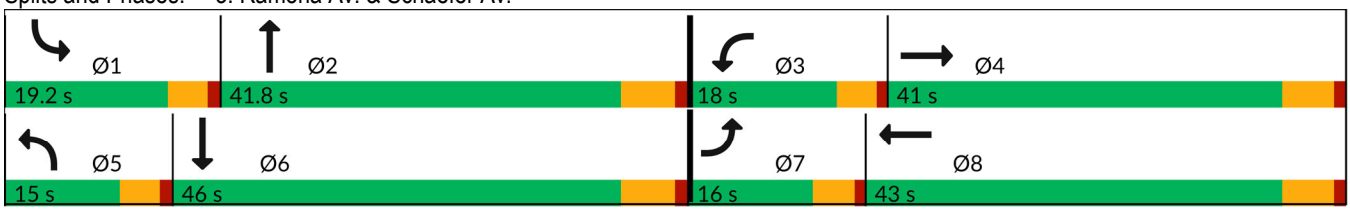
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	18.9	6.8	19.2	7.3	18.0	8.4	17.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.0	9.8	3.2	9.9	3.7	8.3	5.0	8.7
Green Ext Time (p_c), s	0.0	3.3	0.0	3.6	0.0	2.6	0.1	2.8

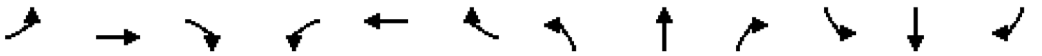
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	62	606	88	631	58	453	96	298
Future Volume (vph)	62	606	88	631	58	453	96	298
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.5	25.5	9.9	26.7	8.2	22.6	10.5	24.5
Actuated g/C Ratio	0.10	0.30	0.12	0.32	0.10	0.27	0.13	0.29
v/c Ratio	0.39	0.66	0.48	0.68	0.38	0.64	0.50	0.39
Control Delay (s/veh)	50.9	32.1	51.2	31.1	51.3	32.9	50.8	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.9	32.1	51.2	31.1	51.3	32.9	50.8	26.2
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		33.7		33.4		34.7		31.3
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 83.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 33.4	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	606	49	88	631	72	58	453	104	96	298	71
Future Volume (veh/h)	62	606	49	88	631	72	58	453	104	96	298	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	65	638	37	93	664	56	61	477	87	101	314	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	892	52	116	920	78	86	683	124	126	742	147
Arrive On Green	0.05	0.27	0.27	0.07	0.29	0.29	0.05	0.24	0.24	0.08	0.26	0.26
Sat Flow, veh/h	1619	3282	190	1619	3189	269	1619	2891	524	1619	2838	562
Grp Volume(v), veh/h	65	332	343	93	356	364	61	281	283	101	187	190
Grp Sat Flow(s),veh/h/ln	1619	1710	1762	1619	1710	1748	1619	1710	1706	1619	1710	1690
Q Serve(g_s), s	2.4	10.7	10.7	3.4	11.4	11.4	2.3	9.1	9.2	3.7	5.5	5.7
Cycle Q Clear(g_c), s	2.4	10.7	10.7	3.4	11.4	11.4	2.3	9.1	9.2	3.7	5.5	5.7
Prop In Lane	1.00		0.11	1.00		0.15	1.00		0.31	1.00		0.33
Lane Grp Cap(c), veh/h	89	465	479	116	494	504	86	404	403	126	447	442
V/C Ratio(X)	0.73	0.71	0.72	0.80	0.72	0.72	0.71	0.70	0.70	0.80	0.42	0.43
Avail Cap(c_a), veh/h	304	990	1021	357	1047	1070	277	1013	1010	389	1131	1118
HCM Platoon Ratio	1.00	1.00	1.00	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	28.3	20.0	20.0	27.8	19.4	19.4	28.3	21.2	21.2	27.5	18.6	18.7
Incr Delay (d2), s/veh	4.3	2.1	2.0	4.8	2.0	2.0	4.0	2.2	2.2	4.4	0.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	4.0	1.4	4.1	4.2	0.9	3.4	3.4	1.4	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	22.0	22.0	32.6	21.4	21.4	32.4	23.4	23.5	31.9	19.2	19.3
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		740			813			625			478	
Approach Delay, s/veh		23.0			22.7			24.3			22.0	
Approach LOS		C			C			C			C	

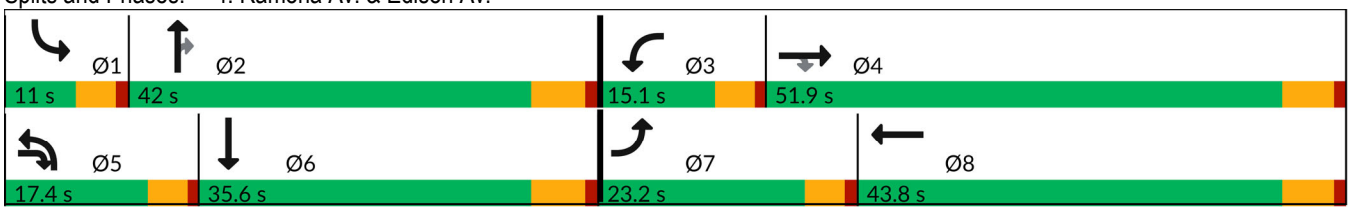
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	20.2	8.9	22.3	7.8	21.7	7.9	23.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	5.7	11.2	5.4	12.7	4.3	7.7	4.4	13.4
Green Ext Time (p_c), s	0.1	3.1	0.1	3.7	0.0	2.1	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	130	839	101	63	708	77	376	47	25	343
Future Volume (vph)	130	839	101	63	708	77	376	47	25	343
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.8	35.9	46.5	8.2	28.5	9.4	28.0	28.0	6.0	19.5
Actuated g/C Ratio	0.14	0.39	0.50	0.09	0.31	0.10	0.30	0.30	0.07	0.21
v/c Ratio	0.64	0.69	0.08	0.48	0.77	0.52	0.40	0.09	0.26	0.68
Control Delay (s/veh)	54.9	28.8	2.6	57.6	35.6	56.5	29.6	0.3	55.6	38.2
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)	54.9	28.8	2.6	57.6	35.6	56.5	29.6	0.3	55.6	38.2
LOS	D	C	A	E	D	E	C	A	E	D
Approach Delay (s/veh)		29.5			37.4		31.1			39.1
Approach LOS		C			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.1	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 33.6	Intersection LOS: C
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	839	101	63	708	26	77	376	47	25	343	100
Future Volume (veh/h)	130	839	101	63	708	26	77	376	47	25	343	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	144	932	80	70	787	26	86	418	30	28	381	87
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	179	1271	1174	88	1067	35	107	792	353	49	541	122
Arrive On Green	0.11	0.37	0.37	0.05	0.32	0.32	0.07	0.23	0.23	0.03	0.20	0.20
Sat Flow, veh/h	1619	3420	2681	1619	3378	112	1619	3420	1525	1619	2763	624
Grp Volume(v), veh/h	144	932	80	70	398	415	86	418	30	28	234	234
Grp Sat Flow(s),veh/h/ln	1619	1710	1341	1619	1710	1780	1619	1710	1525	1619	1710	1677
Q Serve(g_s), s	5.8	15.7	1.2	2.9	13.9	13.9	3.5	7.1	1.0	1.1	8.5	8.7
Cycle Q Clear(g_c), s	5.8	15.7	1.2	2.9	13.9	13.9	3.5	7.1	1.0	1.1	8.5	8.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	179	1271	1174	88	540	562	107	792	353	49	335	328
V/C Ratio(X)	0.81	0.73	0.07	0.79	0.74	0.74	0.80	0.53	0.08	0.57	0.70	0.71
Avail Cap(c_a), veh/h	451	2363	2030	255	974	1014	311	1855	828	155	764	749
HCM Platoon Ratio	1.00	1.00	1.00	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	29.0	18.1	10.9	31.2	20.4	20.4	30.7	22.4	20.1	31.9	25.0	25.1
Incr Delay (d2), s/veh	3.2	0.8	0.0	5.9	2.0	1.9	5.2	0.5	0.1	3.8	2.6	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.3	0.3	1.2	5.0	5.2	1.4	2.6	0.3	0.5	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	18.9	10.9	37.1	22.3	22.3	35.9	23.0	20.2	35.7	27.6	27.9
LnGrp LOS	C	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1156			883			534			496	
Approach Delay, s/veh		20.0			23.5			24.9			28.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	21.3	8.2	30.6	9.0	18.9	12.0	26.9
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.1	9.1	4.9	17.7	5.5	10.7	7.8	15.9
Green Ext Time (p_c), s	0.0	2.6	0.0	7.1	0.0	2.4	0.1	4.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	827	769	5	9	9
Future Vol, veh/h	3	827	769	5	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	899	836	5	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	841	0	-	0	1295	421
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	803	-	-	-	157	587
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	156	587
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	803	-	-	-	381
HCM Lane V/C Ratio	0.004	-	-	-	0.051
HCM Control Delay (s/veh)	9.5	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	836	772	1	5	3
Future Vol, veh/h	1	836	772	1	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	909	839	1	5	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	840	0	-	0	1297	420
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	804	-	-	-	156	588
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	804	-	-	-	156	588
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	610	-

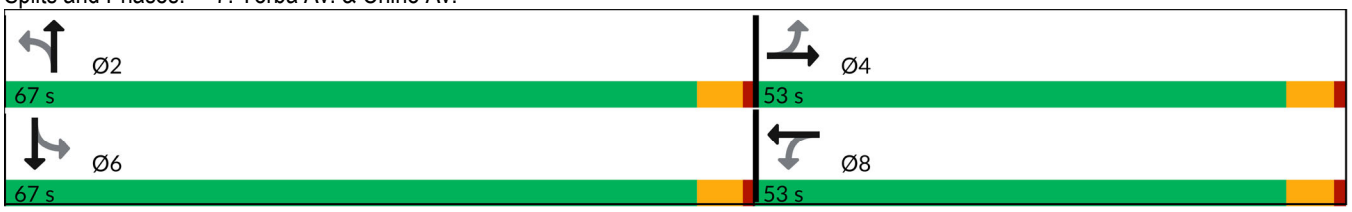
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.5
HCM LOS			C

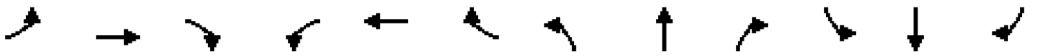
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	804	-	-	-	351
HCM Lane V/C Ratio	0.001	-	-	-	0.025
HCM Control Delay (s/veh)	9.5	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	92	541	11	390	88	202	16	83
Future Volume (vph)	92	541	11	390	88	202	16	83
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	15.5	15.5	15.5		17.0		17.0
Actuated g/C Ratio	0.36	0.36	0.36	0.36		0.39		0.39
v/c Ratio	0.34	0.51	0.04	0.38		0.59		0.27
Control Delay (s/veh)	15.3	13.1	11.3	11.8		15.5		8.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	15.3	13.1	11.3	11.8		15.5		8.8
LOS	B	B	B	B		B		A
Approach Delay (s/veh)		13.5		11.8		15.6		8.8
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	541	29	11	390	37	88	202	38	16	83	65
Future Volume (veh/h)	92	541	29	11	390	37	88	202	38	16	83	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	100	588	19	12	424	36	96	220	30	17	90	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	465	1276	41	405	1203	102	239	365	44	145	370	126
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	894	3378	109	780	3186	269	329	1171	142	83	1187	404
Grp Volume(v), veh/h	100	297	310	12	227	233	346	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	894	1710	1777	780	1710	1745	1642	0	0	1674	0	0
Q Serve(g_s), s	3.1	4.4	4.4	0.4	3.2	3.2	3.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.3	4.4	4.4	4.8	3.2	3.2	6.1	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.15	0.28		0.09	0.12		0.24
Lane Grp Cap(c), veh/h	465	646	671	405	646	659	648	0	0	641	0	0
V/C Ratio(X)	0.22	0.46	0.46	0.03	0.35	0.35	0.53	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1387	2409	2504	1209	2409	2458	3077	0	0	3094	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	7.9	7.9	9.7	7.5	7.6	10.0	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.0	0.3	0.3	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.0	0.0	0.7	0.7	1.6	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	8.4	8.4	9.8	7.9	7.9	10.7	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			A		
Approach Vol, veh/h		707			472			346			141	
Approach Delay, s/veh		8.7			7.9			10.7			8.9	
Approach LOS		A			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.6		18.2		15.6		18.2				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		8.1		8.3		4.1		6.8				
Green Ext Time (p_c), s		2.3		4.4		0.9		2.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	6	278	130	1
Future Vol, veh/h	3	10	6	278	130	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	11	7	302	141	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	458	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	565	911	1453	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	911	1453	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1453	-	797	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s/veh)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	8	6	0	9	2	228	1	2	147	1
Future Vol, veh/h	5	0	8	6	0	9	2	228	1	2	147	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	10	8	0	12	3	296	1	3	191	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	507	501	192	506	501	297	192	0	0	297	0	0
Stage 1	198	198	-	303	303	-	-	-	-	-	-	-
Stage 2	309	303	-	203	198	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	479	475	855	480	475	747	1394	-	-	1276	-	-
Stage 1	808	741	-	711	667	-	-	-	-	-	-	-
Stage 2	705	667	-	804	741	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	469	472	855	472	472	747	1394	-	-	1276	-	-
Mov Cap-2 Maneuver	469	472	-	472	472	-	-	-	-	-	-	-
Stage 1	806	739	-	709	665	-	-	-	-	-	-	-
Stage 2	692	665	-	792	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.7	11.1	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	649	606	1276	-	-
HCM Lane V/C Ratio	0.002	-	-	0.026	0.032	0.002	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.7	11.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	2	229	161	1
Future Vol, veh/h	3	8	2	229	161	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	9	2	249	175	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	429	176	176	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	587	872	1412	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	586	872	1412	-	-	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	794	-	-	-	-	-

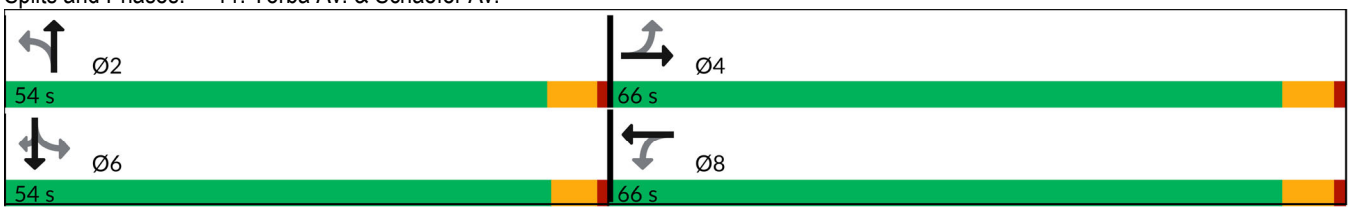
Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1412	-	770	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Control Delay (s/veh)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	37	778	26	682	46	134	39	89	45
Future Volume (vph)	37	778	26	682	46	134	39	89	45
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	66.0	66.0	66.0	66.0	54.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.8	19.8	19.8	19.8		14.4		14.7	14.7
Actuated g/C Ratio	0.43	0.43	0.43	0.43		0.31		0.32	0.32
v/c Ratio	0.17	0.59	0.13	0.53		0.54		0.28	0.09
Control Delay (s/veh)	11.1	12.2	11.0	11.5		17.3		14.5	5.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	11.1	12.2	11.0	11.5		17.3		14.5	5.1
LOS	B	B	B	B		B		B	A
Approach Delay (s/veh)		12.3		11.5		17.3		12.1	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	778	26	26	682	40	46	134	73	39	89	45
Future Volume (veh/h)	37	778	26	26	682	40	46	134	73	39	89	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	40	846	27	28	741	33	50	146	44	42	97	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	402	1504	48	369	1482	66	179	255	69	207	315	342
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	668	3380	108	609	3331	148	226	1123	303	308	1387	1506
Grp Volume(v), veh/h	40	428	445	28	380	394	240	0	0	139	0	36
Grp Sat Flow(s),veh/h/ln	668	1710	1778	609	1710	1770	1652	0	0	1695	0	1506
Q Serve(g_s), s	1.6	6.3	6.3	1.2	5.4	5.4	1.9	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	7.0	6.3	6.3	7.5	5.4	5.4	4.4	0.0	0.0	2.2	0.0	0.6
Prop In Lane	1.00		0.06	1.00		0.08	0.21		0.18	0.30		1.00
Lane Grp Cap(c), veh/h	402	761	791	369	761	787	502	0	0	522	0	342
V/C Ratio(X)	0.10	0.56	0.56	0.08	0.50	0.50	0.48	0.00	0.00	0.27	0.00	0.11
Avail Cap(c_a), veh/h	1283	3015	3134	1172	3015	3120	2428	0	0	2414	0	2156
HCM Platoon Ratio	1.00	1.00	1.00	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	9.3	7.0	7.0	9.8	6.8	6.8	11.9	0.0	0.0	11.1	0.0	10.5
Incr Delay (d2), s/veh	0.1	0.7	0.6	0.1	0.5	0.5	0.7	0.0	0.0	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	0.1	1.1	1.1	0.1	0.9	1.0	1.2	0.0	0.0	0.7	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	7.7	7.6	9.9	7.3	7.3	12.6	0.0	0.0	11.3	0.0	10.6
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		913			802			240			175	
Approach Delay, s/veh		7.7			7.4			12.6			11.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.1	21.0	13.1	21.0
Change Period (Y+Rc), s	5.4	5.8	* 5.4	5.8
Max Green Setting (Gmax), s	48.6	60.2	* 49	60.2
Max Q Clear Time (g_c+I1), s	6.4	9.0	4.2	9.5
Green Ext Time (p_c), s	1.4	6.2	1.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.4
HCM 6th LOS	A

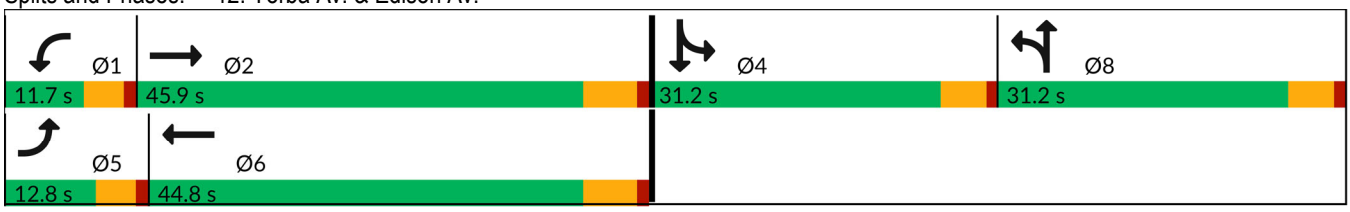
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	66	807	35	622	85	60
Future Volume (vph)	66	807	35	622	85	60
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.8	45.9	11.7	44.8	31.2	31.2
Total Split (%)	10.7%	38.3%	9.8%	37.3%	26.0%	26.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.3	34.9	7.6	31.3	18.3	16.3
Actuated g/C Ratio	0.09	0.38	0.08	0.34	0.20	0.18
v/c Ratio	0.52	0.77	0.30	0.68	0.69	0.61
Control Delay (s/veh)	61.0	32.8	55.1	31.5	46.5	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.0	32.8	55.1	31.5	46.5	40.5
LOS	E	C	E	C	D	D
Approach Delay (s/veh)		34.9		32.7	46.5	40.6
Approach LOS		C		C	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 92.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	807	22	35	622	28	57	85	59	23	60	83
Future Volume (veh/h)	66	807	22	35	622	28	57	85	59	23	60	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	80	972	23	42	749	32	69	102	48	28	72	41
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1237	29	95	1135	48	87	129	61	45	115	66
Arrive On Green	0.08	0.36	0.36	0.06	0.34	0.34	0.16	0.16	0.16	0.13	0.13	0.13
Sat Flow, veh/h	1714	3415	81	1714	3342	143	537	794	374	336	865	492
Grp Volume(v), veh/h	80	487	508	42	383	398	219	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1785	1714	1710	1774	1706	0	0	1693	0	0
Q Serve(g_s), s	3.2	18.2	18.2	1.7	13.7	13.7	8.9	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	3.2	18.2	18.2	1.7	13.7	13.7	8.9	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.08	0.32		0.22	0.20		0.29
Lane Grp Cap(c), veh/h	133	619	647	95	581	603	277	0	0	226	0	0
V/C Ratio(X)	0.60	0.79	0.79	0.44	0.66	0.66	0.79	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	196	955	997	169	929	963	620	0	0	615	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.0	20.4	20.4	32.9	20.2	20.2	28.9	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	1.6	2.4	2.3	1.2	1.3	1.2	5.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.6	6.9	0.7	5.0	5.1	3.7	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	22.8	22.7	34.1	21.5	21.4	33.9	0.0	0.0	32.3	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C			C		
Approach Vol, veh/h		1075			823			219			141	
Approach Delay, s/veh		23.6			22.1			33.9			32.3	
Approach LOS		C			C			C			C	

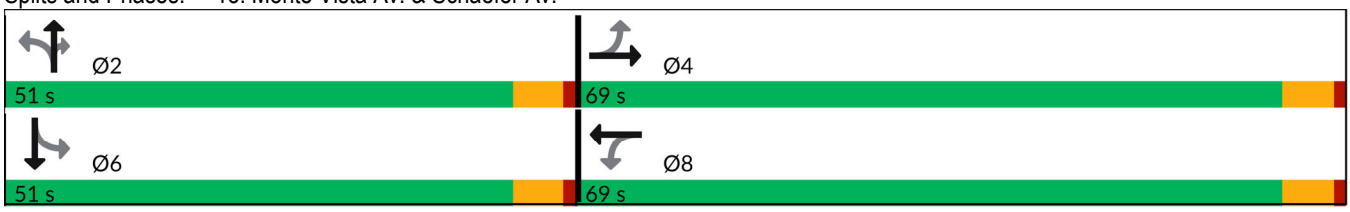
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	31.8		14.7	10.2	30.2		16.8				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.1	40.1		26.1	8.2	39.0		26.1				
Max Q Clear Time (g_c+I1), s	3.7	20.2		7.7	5.2	15.7		10.9				
Green Ext Time (p_c), s	0.0	5.8		0.6	0.0	4.5		1.0				

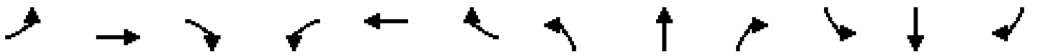
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		24.6	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	53	819	55	664	35	258	137	68	173
Future Volume (vph)	53	819	55	664	35	258	137	68	173
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.4	20.4	20.4	20.4	14.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.21	0.59	0.29	0.49	0.11	0.48	0.26	0.23	0.22
Control Delay (s/veh)	12.1	12.5	14.8	11.3	13.5	17.1	5.6	15.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	12.5	14.8	11.3	13.5	17.1	5.6	15.1	11.3
LOS	B	B	B	B	B	B	A	B	B
Approach Delay (s/veh)		12.5		11.6		13.2			12.2
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 46.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	819	18	55	664	27	35	258	137	68	173	46
Future Volume (veh/h)	53	819	18	55	664	27	35	258	137	68	173	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	56	871	17	59	706	19	37	274	101	72	184	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	1529	30	329	1515	41	436	509	431	323	830	138
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	699	3430	67	601	3400	91	1119	1800	1525	967	2936	486
Grp Volume(v), veh/h	56	434	454	59	355	370	37	274	101	72	106	109
Grp Sat Flow(s),veh/h/ln	699	1710	1787	601	1710	1781	1119	1800	1525	967	1710	1712
Q Serve(g_s), s	2.5	7.8	7.8	3.3	6.0	6.0	1.1	5.3	2.1	2.8	2.0	2.0
Cycle Q Clear(g_c), s	8.5	7.8	7.8	11.1	6.0	6.0	3.1	5.3	2.1	8.1	2.0	2.0
Prop In Lane	1.00		0.04	1.00		0.05	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	385	762	796	329	762	794	436	509	431	323	484	484
V/C Ratio(X)	0.15	0.57	0.57	0.18	0.47	0.47	0.08	0.54	0.23	0.22	0.22	0.23
Avail Cap(c_a), veh/h	1144	2619	2737	981	2619	2728	1357	1989	1686	1118	1890	1893
HCM Platoon Ratio	1.00	1.00	1.00	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	11.0	8.5	8.5	12.6	8.0	8.0	12.5	12.5	11.4	16.0	11.3	11.3
Incr Delay (d2), s/veh	0.2	0.7	0.6	0.3	0.4	0.4	0.1	0.9	0.3	0.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.8	1.8	0.3	1.3	1.4	0.2	1.7	0.6	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	9.2	9.1	12.9	8.4	8.4	12.6	13.4	11.6	16.3	11.5	11.6
LnGrp LOS	B	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		944			784			412			287	
Approach Delay, s/veh		9.3			8.8			12.9			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.1		24.2		17.1		24.2				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		7.3		10.5		10.1		13.1				
Green Ext Time (p_c), s		2.1		6.5		1.6		5.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.1									
HCM 6th LOS			B									

APPENDIX 5.2: E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CS	DATE	05/29/24
Jurisdiction: City of Chino				CHK CS	DATE	05/29/24
Major Street: **Schaefer Av.**				Critical Approach Speed (Major)		25 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **17,829** vpd Minor Street Future ADT = **98** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **17,829**	*1* **98**	9,600 *	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **17,829**	*1* **98**	14,400 *	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 4% **B** 8%	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.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CS	DATE	05/29/24
Jurisdiction: **City of Chino**				CHK CS	DATE	05/29/24
Major Street: **Schaefer Av.**				Critical Approach Speed (Major)		25 mph
Minor Street: **Driveway 2**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **17,852** vpd Minor Street Future ADT = **35** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied: XX / Not Satisfied: XX	*1*	*1*	8,000	5,600	2,400	1,680
	2 + **17,852**	*1* **35**	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						
Satisfied: / Not Satisfied: XX	*1*	*1*	12,000	8,400	1,200	850
	2 + **17,852**	*1* **35**	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						
Satisfied: / Not Satisfied: XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 1%	**B** 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

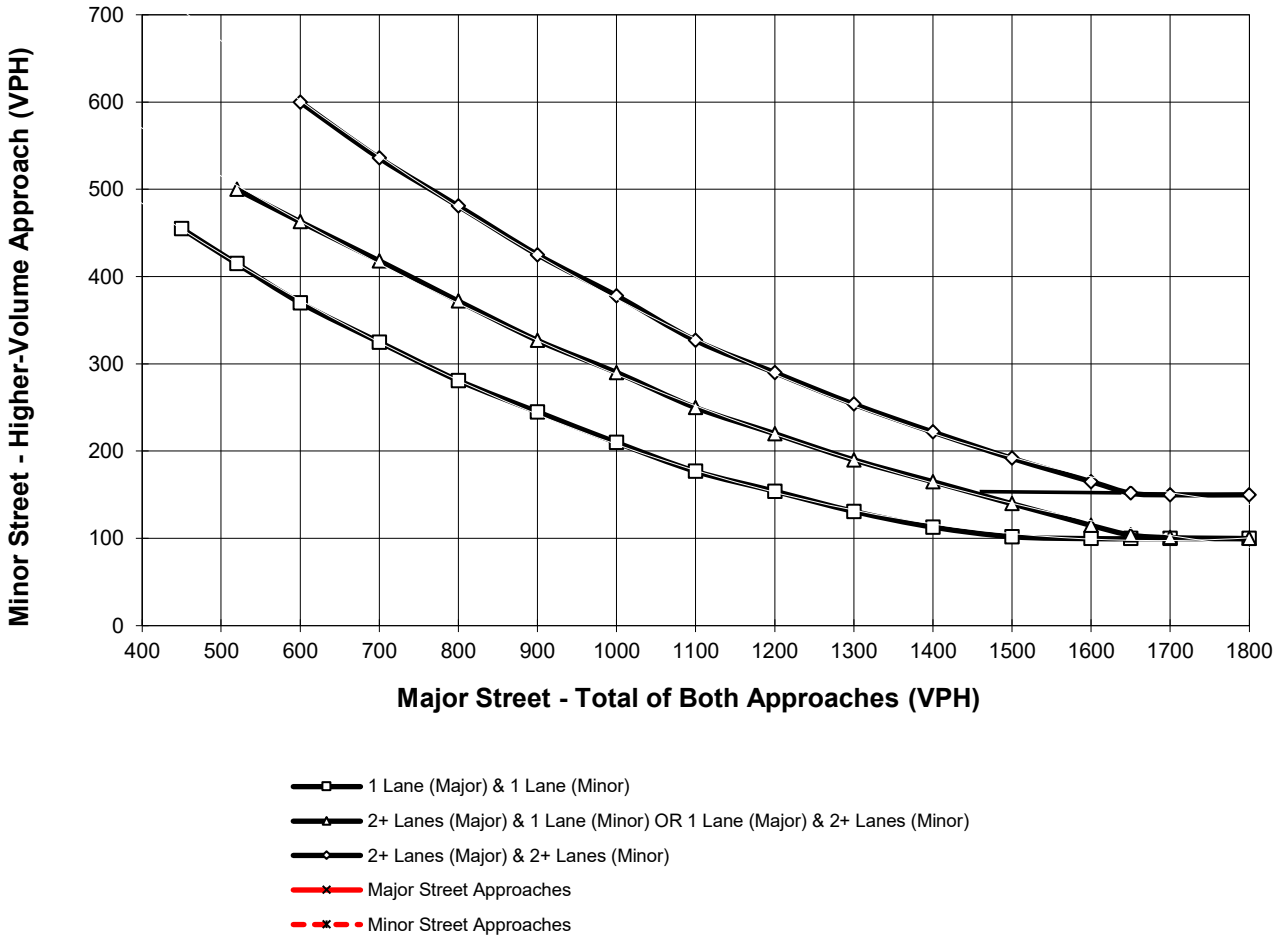
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **381**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **15**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		E+P
				CALC CS	DATE	05/29/24
Jurisdiction: City of Chino				CHK CS	DATE	05/29/24
Major Street: Yorba Av.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,366** vpd Minor Street Future ADT = **47** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …… [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **4,366**	*1* **47**	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					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **4,366**	*1* **47**	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					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 2% **B** 4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 6.1: OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	8	17	12	18	38	61	28	645	49	40	747	13	1,674

2: Ramona Av. & Chino Av.

	PHF:	0.793			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	41	355	86	79	515	136	123	588	80	83	433	39	2,559

3: Ramona Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	37	343	98	83	392	107	69	526	66	100	665	93	2,580

4: Ramona Av. & Edison Av.

	PHF:	0.934			7:30				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	54	420	53	41	379	68	95	601	53	41	618	37	2,460

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	0	0	0	0	0	0	680	0	0	855	0	1,535

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	0	0	0	0	0	0	680	0	0	855	0	1,535

7: Yorba Av. & Chino Av.

	PHF:	0.835			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	26	53	9	34	123	108	91	509	120	30	391	31	1,524

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	258	0	0	215	0	0	0	0	0	0	0	473

9: Yorba Av. & Driveway 4

	PHF:	0.945			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	274	3	2	174	0	0	0	0	0	0	2	455

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	277	0	0	174	0	0	0	0	0	0	0	451

11: Yorba Av. & Schaefer Av.

	PHF:	0.950			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	12	125	17	29	104	37	99	536	45	56	806	55	1,920

12: Yorba Av. & Edison Av.

	PHF:	0.899			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	20	51	20	43	64	43	84	532	81	60	601	40	1,639

13: Monte Vista Av. & Schaefer Av.

	PHF:	0.919			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	15	160	60	41	162	55	39	499	41	90	847	42	2,050

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.899			4:45 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	21	40	38	19	18	20	48	768	8	2	815	17	1,814

2: Ramona Av. & Chino Av.

	PHF:	0.978			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	69	555	78	36	411	116	110	588	44	42	497	58	2,604

3: Ramona Av. & Schaefer Av.

	PHF:	0.949			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	61	491	112	107	345	93	77	644	51	106	688	72	2,849

4: Ramona Av. & Edison Av.

	PHF:	0.902			16:30				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	83	410	48	26	399	113	139	892	111	65	770	28	3,084

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	0	0	0	0	0	0	890	0	0	852	0	1,742

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	0	0	0	0	0	0	890	0	0	852	0	1,742

7: Yorba Av. & Chino Av.

	PHF:	0.915			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	124	220	46	17	88	69	98	578	35	12	415	39	1,740

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	310	0	0	266	0	0	0	0	0	0	0	576

9: Yorba Av. & Driveway 4

	PHF:	0.765			16:15				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	257	1	2	275	0	0	0	0	6	0	9	551

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	0	259	0	0	281	0	0	0	0	0	0	0	540

11: Yorba Av. & Schaefer Av.

	PHF:	0.915			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	45	148	77	56	145	84	44	828	16	27	724	44	2,239

12: Yorba Av. & Edison Av.

	PHF:	0.834			4:15 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	60	90	63	37	74	104	71	856	23	37	660	31	2,105

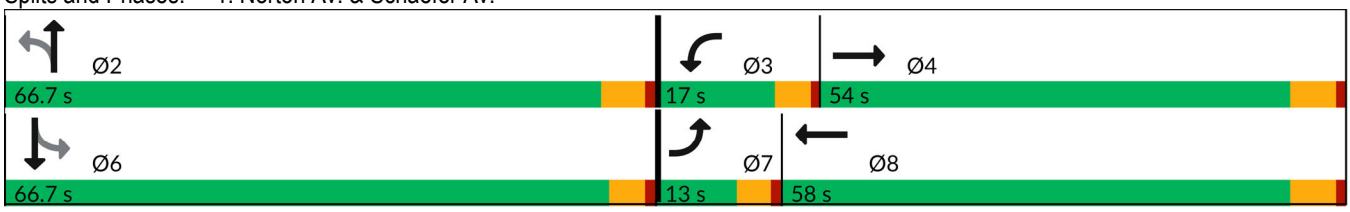
13: Monte Vista Av. & Schaefer Av.

	PHF:	0.935			16:30				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 NP (PCE):	37	275	145	72	187	49	56	888	19	58	707	29	2,521

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	645	40	747	8	17	18	38
Future Volume (vph)	28	645	40	747	8	17	18	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	28.6	9.1	31.6		14.7		15.4
Actuated g/C Ratio	0.15	0.51	0.16	0.57		0.26		0.28
v/c Ratio	0.12	0.44	0.17	0.44		0.09		0.27
Control Delay (s/veh)	37.8	17.6	35.7	15.5		15.1		13.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	37.8	17.6	35.7	15.5		15.1		13.8
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		18.4		16.6		15.1		13.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 55.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	645	49	40	747	13	8	17	12	18	38	61
Future Volume (veh/h)	28	645	49	40	747	13	8	17	12	18	38	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	31	725	48	45	839	14	9	19	10	20	43	31
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1281	85	82	1402	23	157	98	46	154	83	55
Arrive On Green	0.04	0.39	0.39	0.05	0.41	0.41	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1619	3250	215	1619	3440	57	284	951	441	279	806	534
Grp Volume(v), veh/h	31	381	392	45	417	436	38	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1756	1619	1710	1788	1677	0	0	1618	0	0
Q Serve(g_s), s	0.7	6.1	6.1	0.9	6.7	6.7	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.1	6.1	0.9	6.7	6.7	0.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.03	0.24		0.26	0.21		0.33
Lane Grp Cap(c), veh/h	60	674	692	82	697	729	301	0	0	292	0	0
V/C Ratio(X)	0.51	0.57	0.57	0.55	0.60	0.60	0.13	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	389	2358	2421	574	2554	2670	2936	0	0	2963	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	8.3	8.3	16.2	8.1	8.1	14.4	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.7	0.7	2.1	0.8	0.8	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	1.3	0.3	1.4	1.4	0.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	9.0	9.0	18.3	8.9	8.9	14.6	0.0	0.0	15.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		804			898			38			94	
Approach Delay, s/veh		9.4			9.4			14.6			15.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.0	6.4	19.6	9.0	5.9	20.0
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	61.3	12.4	48.2	* 62	8.4	52.2
Max Q Clear Time (g_c+I1), s	2.7	2.9	8.1	3.9	2.7	8.7
Green Ext Time (p_c), s	0.2	0.0	4.8	0.6	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.8
HCM 6th LOS	A

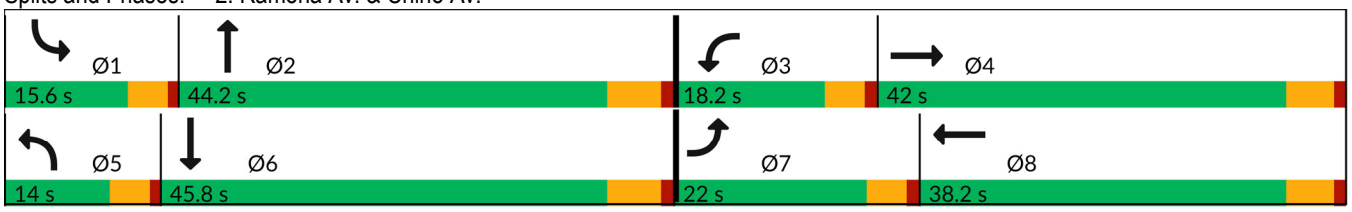
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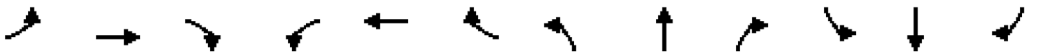
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	588	83	433	41	355	79	515
Future Volume (vph)	123	588	83	433	41	355	79	515
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	13.7	32.7	10.6	26.2	7.6	27.4	9.7	32.6
Actuated g/C Ratio	0.14	0.33	0.11	0.27	0.08	0.28	0.10	0.33
v/c Ratio	0.69	0.75	0.60	0.66	0.41	0.59	0.62	0.73
Control Delay (s/veh)	62.0	36.9	62.9	37.1	60.6	32.8	67.0	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.0	36.9	62.9	37.1	60.6	32.8	67.0	35.0
LOS	E	D	E	D	E	C	E	D
Approach Delay (s/veh)		40.9		41.0		35.3		38.5
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.7	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 39.2	Intersection LOS: D
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	588	80	83	433	39	41	355	86	79	515	136
Future Volume (veh/h)	123	588	80	83	433	39	41	355	86	79	515	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	156	744	88	105	548	41	52	449	77	100	652	120
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	957	113	131	885	66	71	761	130	125	847	156
Arrive On Green	0.12	0.31	0.31	0.08	0.27	0.27	0.04	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1619	3074	363	1619	3220	240	1619	2921	498	1619	2884	530
Grp Volume(v), veh/h	156	414	418	105	290	299	52	262	264	100	386	386
Grp Sat Flow(s),veh/h/ln	1619	1710	1728	1619	1710	1751	1619	1710	1708	1619	1710	1705
Q Serve(g_s), s	7.1	16.6	16.6	4.8	11.2	11.3	2.4	10.1	10.2	4.6	15.6	15.6
Cycle Q Clear(g_c), s	7.1	16.6	16.6	4.8	11.2	11.3	2.4	10.1	10.2	4.6	15.6	15.6
Prop In Lane	1.00		0.21	1.00		0.14	1.00		0.29	1.00		0.31
Lane Grp Cap(c), veh/h	190	532	538	131	470	481	71	446	445	125	502	501
V/C Ratio(X)	0.82	0.78	0.78	0.80	0.62	0.62	0.73	0.59	0.59	0.80	0.77	0.77
Avail Cap(c_a), veh/h	373	829	837	292	743	760	201	869	869	236	906	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	23.6	23.6	34.1	23.9	23.9	35.7	24.4	24.4	34.3	24.3	24.4
Incr Delay (d2), s/veh	3.3	2.5	2.5	4.2	1.3	1.3	5.3	1.2	1.3	4.5	2.5	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.4	6.5	1.9	4.3	4.4	1.0	3.8	3.9	1.8	6.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	26.1	26.1	38.4	25.3	25.3	40.9	25.6	25.7	38.8	26.9	26.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		988			694			578			872	
Approach Delay, s/veh		27.6			27.2			27.0			28.2	
Approach LOS		C			C			C			C	

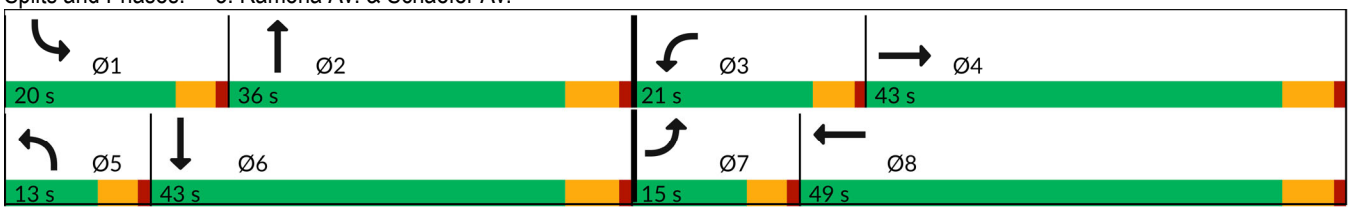
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	25.5	10.7	28.9	7.9	28.0	13.5	26.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	6.6	12.2	6.8	18.6	4.4	17.6	9.1	13.3
Green Ext Time (p_c), s	0.0	2.9	0.1	4.7	0.0	4.5	0.1	3.2

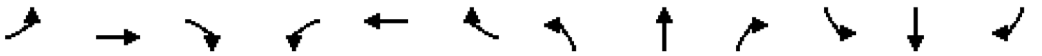
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	69	526	100	665	37	343	83	392
Future Volume (vph)	69	526	100	665	37	343	83	392
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.8	28.0	11.3	30.1	7.4	19.8	10.3	24.7
Actuated g/C Ratio	0.10	0.33	0.13	0.36	0.09	0.23	0.12	0.29
v/c Ratio	0.46	0.59	0.52	0.70	0.29	0.62	0.47	0.56
Control Delay (s/veh)	53.7	28.9	50.6	29.2	51.4	34.8	50.4	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.7	28.9	50.6	29.2	51.4	34.8	50.4	29.4
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		31.5		31.7		36.1		32.4
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 84.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 32.7	Intersection LOS: C
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	526	66	100	665	93	37	343	98	83	392	107
Future Volume (veh/h)	69	526	66	100	665	93	37	343	98	83	392	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	78	591	50	112	747	92	42	385	82	93	440	107
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	972	82	140	1016	125	67	564	119	116	630	152
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.04	0.20	0.20	0.07	0.23	0.23
Sat Flow, veh/h	1619	3188	269	1619	3060	377	1619	2802	590	1619	2724	657
Grp Volume(v), veh/h	78	317	324	112	417	422	42	233	234	93	275	272
Grp Sat Flow(s),veh/h/ln	1619	1710	1747	1619	1710	1726	1619	1710	1683	1619	1710	1671
Q Serve(g_s), s	3.0	9.8	9.8	4.2	13.4	13.4	1.6	7.8	8.0	3.5	9.1	9.3
Cycle Q Clear(g_c), s	3.0	9.8	9.8	4.2	13.4	13.4	1.6	7.8	8.0	3.5	9.1	9.3
Prop In Lane	1.00		0.15	1.00		0.22	1.00		0.35	1.00		0.39
Lane Grp Cap(c), veh/h	96	521	533	140	568	573	67	344	339	116	396	387
V/C Ratio(X)	0.81	0.61	0.61	0.80	0.74	0.74	0.62	0.68	0.69	0.80	0.69	0.70
Avail Cap(c_a), veh/h	272	1026	1048	428	1191	1203	219	833	820	402	1026	1002
HCM Platoon Ratio	1.00	1.00	1.00	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	28.8	18.4	18.4	27.8	18.3	18.3	29.2	22.9	23.0	28.3	21.8	21.9
Incr Delay (d2), s/veh	5.9	1.1	1.1	3.9	1.9	1.9	3.5	2.3	2.5	4.8	2.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	3.5	1.6	4.7	4.7	0.6	3.0	3.0	1.4	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	19.5	19.5	31.7	20.2	20.2	32.7	25.2	25.5	33.1	24.0	24.2
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		719			951			509			640	
Approach Delay, s/veh		21.2			21.5			26.0			25.4	
Approach LOS		C			C			C			C	

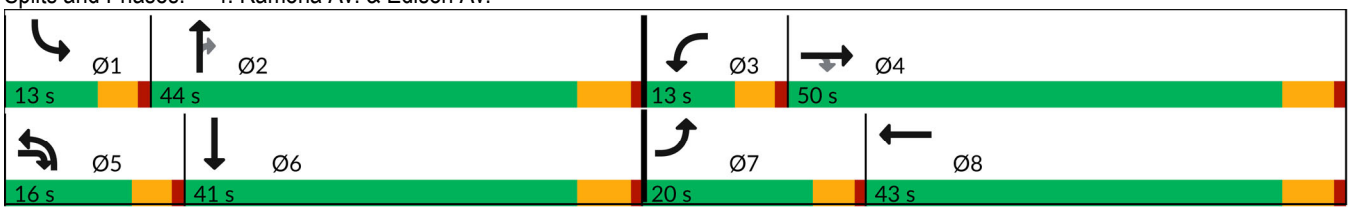
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	18.3	10.0	24.7	7.2	20.1	8.3	26.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	5.5	10.0	6.2	11.8	3.6	11.3	5.0	15.4
Green Ext Time (p_c), s	0.1	2.4	0.1	3.6	0.0	3.1	0.0	5.2

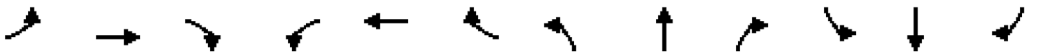
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	95	601	53	41	618	54	420	53	41	379
Future Volume (vph)	95	601	53	41	618	54	420	53	41	379
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	29.1	38.7	7.4	24.1	8.2	21.7	21.7	7.4	18.6
Actuated g/C Ratio	0.13	0.38	0.50	0.10	0.31	0.11	0.28	0.28	0.10	0.24
v/c Ratio	0.47	0.49	0.04	0.28	0.66	0.33	0.46	0.10	0.28	0.58
Control Delay (s/veh)	45.4	22.1	2.6	46.5	28.9	45.6	28.2	0.4	46.5	31.5
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)	45.4	22.1	2.6	46.5	28.9	45.6	28.2	0.4	46.5	31.5
LOS	D	C	A	D	C	D	C	A	D	C
Approach Delay (s/veh)		23.7			30.0		27.2			32.8
Approach LOS		C			C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 28.0	Intersection LOS: C
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	601	53	41	618	37	54	420	53	41	379	68
Future Volume (veh/h)	95	601	53	41	618	37	54	420	53	41	379	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	102	646	57	44	665	40	58	452	57	44	408	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1095	986	68	929	56	81	939	406	68	776	134
Arrive On Green	0.08	0.32	0.32	0.04	0.28	0.28	0.05	0.27	0.27	0.04	0.27	0.27
Sat Flow, veh/h	1619	3420	2660	1619	3278	197	1619	3420	1479	1619	2910	502
Grp Volume(v), veh/h	102	646	57	44	347	358	58	452	57	44	238	241
Grp Sat Flow(s),veh/h/ln	1619	1710	1330	1619	1710	1765	1619	1710	1479	1619	1710	1702
Q Serve(g_s), s	4.0	10.3	0.9	1.7	11.8	11.8	2.3	7.2	1.9	1.7	7.7	7.8
Cycle Q Clear(g_c), s	4.0	10.3	0.9	1.7	11.8	11.8	2.3	7.2	1.9	1.7	7.7	7.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	128	1095	986	68	485	500	81	939	406	68	456	454
V/C Ratio(X)	0.80	0.59	0.06	0.64	0.72	0.72	0.72	0.48	0.14	0.64	0.52	0.53
Avail Cap(c_a), veh/h	385	2331	1947	210	981	1012	285	2015	871	210	928	924
HCM Platoon Ratio	1.00	1.00	1.00	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	29.4	18.5	13.1	30.6	20.9	20.9	30.3	19.7	17.7	30.6	20.3	20.3
Incr Delay (d2), s/veh	4.3	0.5	0.0	3.7	2.0	1.9	4.4	0.4	0.2	3.7	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.5	0.2	0.7	4.3	4.5	0.9	2.5	0.6	0.7	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	19.0	13.2	34.3	22.9	22.8	34.7	20.0	17.9	34.3	21.2	21.3
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		805			749			567			523	
Approach Delay, s/veh		20.4			23.5			21.3			22.3	
Approach LOS		C			C			C			C	

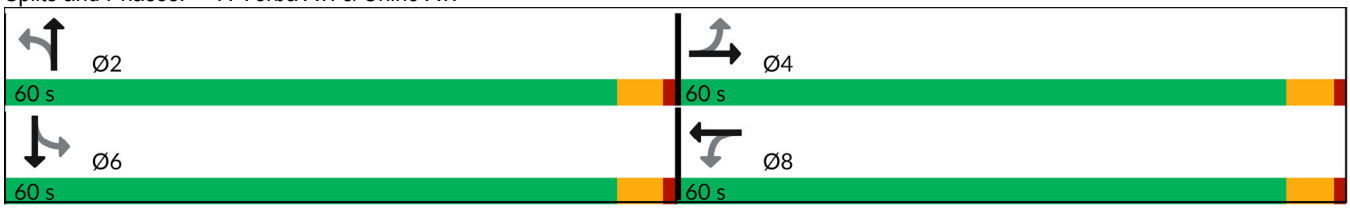
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	23.6	7.3	26.6	7.8	23.1	9.7	24.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	3.7	9.2	3.7	12.3	4.3	9.8	6.0	13.8
Green Ext Time (p_c), s	0.0	3.0	0.0	4.6	0.0	2.6	0.1	4.0

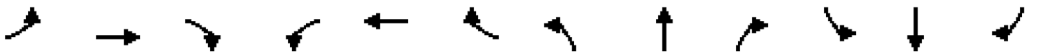
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	91	509	30	391	26	53	34	123
Future Volume (vph)	91	509	30	391	26	53	34	123
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.7	17.7	17.7	17.7		14.8		14.8
Actuated g/C Ratio	0.41	0.41	0.41	0.41		0.34		0.34
v/c Ratio	0.34	0.55	0.15	0.36		0.20		0.55
Control Delay (s/veh)	13.5	11.7	11.4	10.1		11.6		15.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.5	11.7	11.4	10.1		11.6		15.1
LOS	B	B	B	B		B		B
Approach Delay (s/veh)		11.9		10.3		11.6		15.1
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 43.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 12.0	Intersection LOS: B
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	509	120	30	391	31	26	53	9	34	123	108
Future Volume (veh/h)	91	509	120	30	391	31	26	53	9	34	123	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	110	613	129	36	471	27	31	64	6	41	148	84
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	502	1203	253	399	1410	81	214	331	26	161	257	131
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	862	2800	588	688	3283	188	285	1283	99	147	995	508
Grp Volume(v), veh/h	110	374	368	36	245	253	101	0	0	273	0	0
Grp Sat Flow(s),veh/h/ln	862	1710	1678	688	1710	1761	1667	0	0	1650	0	0
Q Serve(g_s), s	3.3	5.4	5.4	1.4	3.2	3.2	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	6.5	5.4	5.4	6.7	3.2	3.2	1.5	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.11	0.31		0.06	0.15		0.31
Lane Grp Cap(c), veh/h	502	735	721	399	735	756	570	0	0	549	0	0
V/C Ratio(X)	0.22	0.51	0.51	0.09	0.33	0.33	0.18	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1532	2779	2727	1222	2779	2861	2671	0	0	2778	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	7.0	7.0	9.5	6.4	6.4	9.8	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.6	0.1	0.3	0.3	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	0.1	0.6	0.6	0.4	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	7.5	7.6	9.6	6.6	6.6	10.0	0.0	0.0	11.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			B		
Approach Vol, veh/h		852			534			101			273	
Approach Delay, s/veh		7.7			6.8			10.0			11.7	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		19.8		13.8		19.8				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.5		8.5		6.9		8.7				
Green Ext Time (p_c), s		0.6		5.8		1.8		3.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.2									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	274	3	2	174
Future Vol, veh/h	0	2	274	3	2	174
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	291	3	2	185

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	482	293	0	0	294	0
Stage 1	293	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	547	751	-	-	1279	-
Stage 1	762	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	546	751	-	-	1279	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.8	0	0.1
HCM LOS	A		

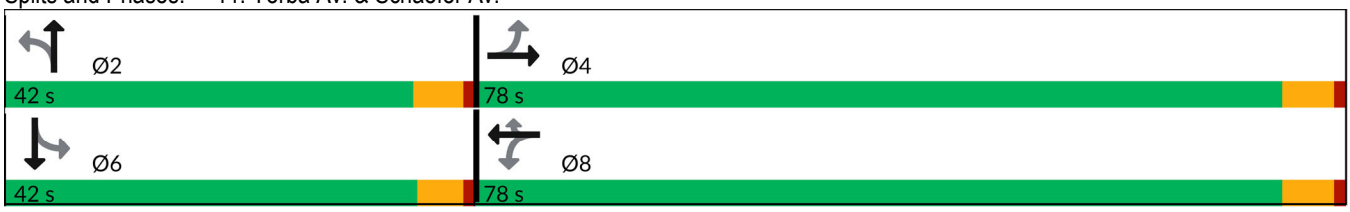
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1279	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s/veh)	-	-	9.8	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

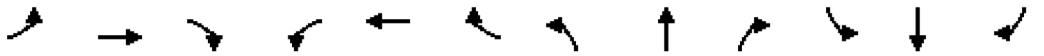
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	99	536	56	806	55	12	125	29	104
Future Volume (vph)	99	536	56	806	55	12	125	29	104
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	78.0	78.0	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.8	18.8	18.8	18.8	18.8		11.2		11.5
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45		0.27		0.27
v/c Ratio	0.44	0.40	0.18	0.55	0.08		0.35		0.39
Control Delay (s/veh)	16.6	8.9	9.7	10.5	3.2		15.2		15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	16.6	8.9	9.7	10.5	3.2		15.2		15.2
LOS	B	A	A	B	A		B		B
Approach Delay (s/veh)		10.1		10.0			15.3		15.3
Approach LOS		B		B			B		B

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay (s/veh): 10.9 — Intersection LOS: B
Intersection Capacity Utilization 60.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	536	45	56	806	55	12	125	17	29	104	37
Future Volume (veh/h)	99	536	45	56	806	55	12	125	17	29	104	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	104	564	43	59	848	56	13	132	9	31	109	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	1629	124	523	1733	755	127	262	17	159	200	47
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	591	3215	245	780	3420	1490	81	1571	103	208	1199	281
Grp Volume(v), veh/h	104	299	308	59	848	56	154	0	0	168	0	0
Grp Sat Flow(s),veh/h/ln	591	1710	1750	780	1710	1490	1754	0	0	1688	0	0
Q Serve(g_s), s	4.8	3.6	3.6	1.7	5.6	0.7	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	10.4	3.6	3.6	5.3	5.6	0.7	2.7	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.08		0.06	0.18		0.17
Lane Grp Cap(c), veh/h	413	866	886	523	1733	755	407	0	0	406	0	0
V/C Ratio(X)	0.25	0.35	0.35	0.11	0.49	0.07	0.38	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1358	3598	3682	1770	7197	3136	1956	0	0	1883	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	5.1	5.1	6.6	5.6	4.3	13.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.1	0.2	0.0	0.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.5	0.1	0.7	0.1	0.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	5.3	5.3	6.7	5.8	4.4	13.6	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		711			963			154			168	
Approach Delay, s/veh		5.9			5.7			13.6			13.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.1	23.2	11.1	23.2
Change Period (Y+Rc), s	5.4	5.8	* 5.4	5.8
Max Green Setting (Gmax), s	36.6	72.2	* 37	72.2
Max Q Clear Time (g_c+I1), s	4.7	12.4	5.0	7.6
Green Ext Time (p_c), s	0.8	5.0	1.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.1
HCM 6th LOS	A

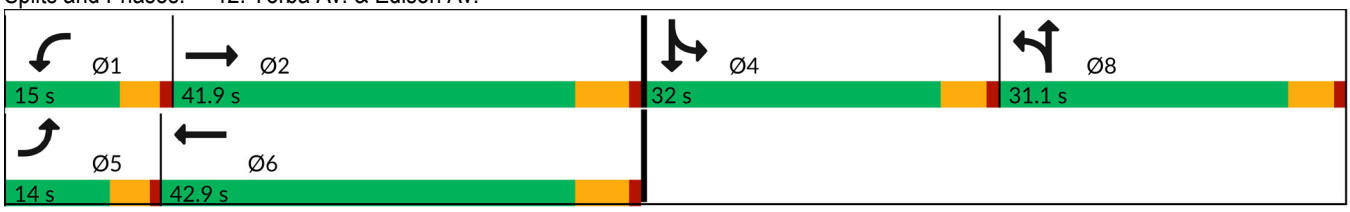
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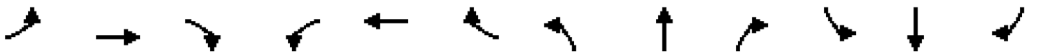
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	84	532	60	601	51	64
Future Volume (vph)	84	532	60	601	51	64
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.2	28.0	8.7	23.6	13.4	14.7
Actuated g/C Ratio	0.12	0.36	0.11	0.30	0.17	0.19
v/c Ratio	0.49	0.56	0.37	0.69	0.33	0.50
Control Delay (s/veh)	49.6	26.3	46.4	29.8	33.8	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.6	26.3	46.4	29.8	33.8	35.5
LOS	D	C	D	C	C	D
Approach Delay (s/veh)		29.2		31.3	33.9	35.6
Approach LOS		C		C	C	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 78.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 50.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	532	81	60	601	40	20	51	20	43	64	43
Future Volume (veh/h)	84	532	81	60	601	40	20	51	20	43	64	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	93	591	80	67	668	42	22	57	22	48	71	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	148	896	121	126	927	58	50	130	50	85	126	46
Arrive On Green	0.09	0.30	0.30	0.08	0.28	0.28	0.13	0.13	0.13	0.15	0.15	0.15
Sat Flow, veh/h	1619	3019	408	1619	3268	205	373	967	373	566	838	307
Grp Volume(v), veh/h	93	334	337	67	349	361	101	0	0	145	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1619	1710	1763	1714	0	0	1711	0	0
Q Serve(g_s), s	3.4	10.4	10.4	2.4	11.2	11.2	3.3	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	10.4	10.4	2.4	11.2	11.2	3.3	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.12	0.22		0.22	0.33		0.18
Lane Grp Cap(c), veh/h	148	508	510	126	485	500	231	0	0	258	0	0
V/C Ratio(X)	0.63	0.66	0.66	0.53	0.72	0.72	0.44	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	251	1018	1022	278	1046	1078	735	0	0	759	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.6	18.6	18.7	26.9	19.6	19.6	24.1	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.5	1.5	1.3	2.0	2.0	1.3	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	1.2	3.6	3.7	0.9	4.0	4.1	1.3	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	20.1	20.1	28.2	21.6	21.5	25.4	0.0	0.0	25.8	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C			C		
Approach Vol, veh/h		764			777			101			145	
Approach Delay, s/veh		21.1			22.1			25.4			25.8	
Approach LOS		C			C			C			C	

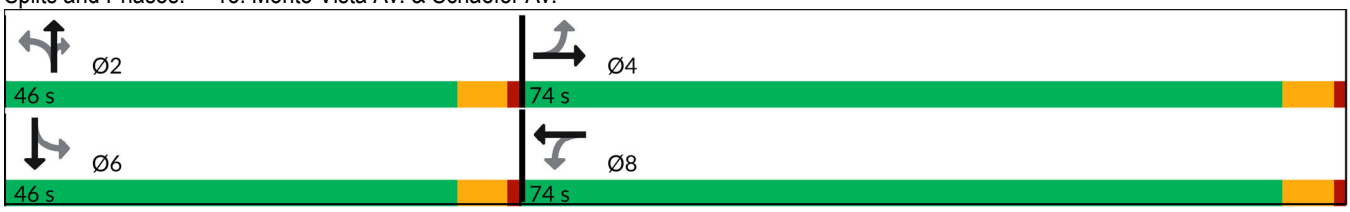
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	23.8		14.2	10.1	23.0		13.3				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	4.4	12.4		6.8	5.4	13.2		5.3				
Green Ext Time (p_c), s	0.0	3.8		0.7	0.0	4.0		0.4				

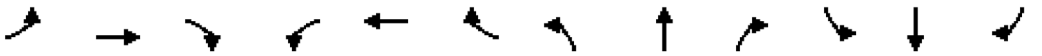
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		22.2	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	499	90	847	15	160	60	41	162
Future Volume (vph)	39	499	90	847	15	160	60	41	162
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.2	21.2	21.2	21.2	12.1	12.1	12.1	12.1	12.1
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.21	0.36	0.28	0.60	0.05	0.36	0.14	0.15	0.26
Control Delay (s/veh)	11.9	8.9	11.3	11.3	14.0	16.5	5.3	15.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.9	8.9	11.3	11.3	14.0	16.5	5.3	15.0	11.7
LOS	B	A	B	B	B	B	A	B	B
Approach Delay (s/veh)		9.1		11.4		13.5			12.3
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	499	41	90	847	42	15	160	60	41	162	55
Future Volume (veh/h)	39	499	41	90	847	42	15	160	60	41	162	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	42	542	36	98	921	39	16	174	52	45	176	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	353	1533	102	495	1574	67	377	387	328	347	576	149
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	561	3252	216	802	3339	141	1111	1800	1525	1108	2679	695
Grp Volume(v), veh/h	42	284	294	98	472	488	16	174	52	45	110	113
Grp Sat Flow(s),veh/h/ln	561	1710	1758	802	1710	1771	1111	1800	1525	1108	1710	1664
Q Serve(g_s), s	2.1	3.8	3.8	3.2	7.2	7.2	0.4	3.0	1.0	1.3	1.9	2.0
Cycle Q Clear(g_c), s	9.3	3.8	3.8	6.9	7.2	7.2	2.5	3.0	1.0	4.3	1.9	2.0
Prop In Lane	1.00		0.12	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	353	806	829	495	806	835	377	387	328	347	368	358
V/C Ratio(X)	0.12	0.35	0.35	0.20	0.59	0.59	0.04	0.45	0.16	0.13	0.30	0.31
Avail Cap(c_a), veh/h	1160	3266	3357	1648	3266	3382	1401	2047	1734	1368	1944	1892
HCM Platoon Ratio	1.00	1.00	1.00	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	10.3	6.0	6.0	8.2	6.9	6.9	12.8	12.2	11.4	14.1	11.8	11.8
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.2	0.7	0.7	0.0	0.8	0.2	0.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	0.3	1.2	1.3	0.1	0.9	0.3	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	6.2	6.2	8.4	7.6	7.5	12.9	13.0	11.6	14.2	12.2	12.3
LnGrp LOS	B	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		620			1058			242			268	
Approach Delay, s/veh		6.5			7.6			12.7			12.6	
Approach LOS		A			A			B			B	

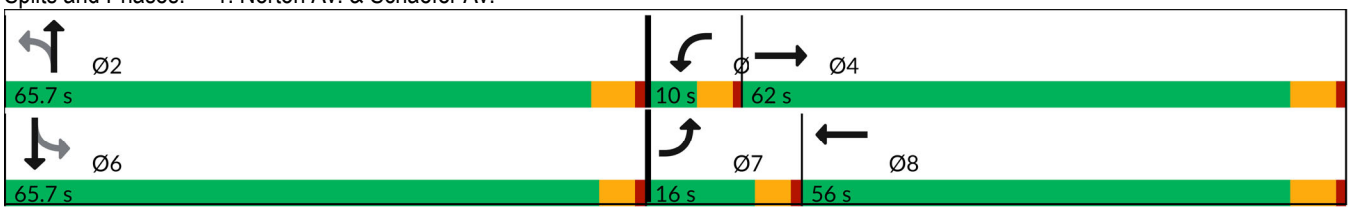
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.1		22.6		13.1		22.6				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		5.0		11.3		6.3		9.2				
Green Ext Time (p_c), s		1.2		4.0		1.4		7.6				

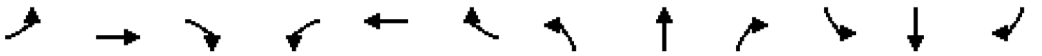
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	768	2	815	21	40	19	18
Future Volume (vph)	48	768	2	815	21	40	19	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	38.6	7.7	32.9		16.0		16.3
Actuated g/C Ratio	0.16	0.63	0.13	0.54		0.26		0.27
v/c Ratio	0.21	0.40	0.00	0.50		0.25		0.15
Control Delay (s/veh)	38.9	12.4	44.5	18.1		18.3		15.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	38.9	12.4	44.5	18.1		18.3		15.8
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		14.0		18.2		18.3		15.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 60.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	768	8	2	815	17	21	40	38	19	18	20
Future Volume (veh/h)	48	768	8	2	815	17	21	40	38	19	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	54	863	9	2	916	17	24	45	19	21	20	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1659	17	4	1456	27	157	99	38	200	97	16
Arrive On Green	0.06	0.48	0.48	0.00	0.42	0.42	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1619	3466	36	1619	3433	64	350	932	353	582	916	146
Grp Volume(v), veh/h	54	426	446	2	456	477	88	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1792	1619	1710	1787	1635	0	0	1643	0	0
Q Serve(g_s), s	1.2	6.6	6.6	0.0	8.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	6.6	6.6	0.0	8.0	8.0	1.9	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.27		0.22	0.47		0.09
Lane Grp Cap(c), veh/h	92	818	858	4	725	758	293	0	0	313	0	0
V/C Ratio(X)	0.58	0.52	0.52	0.45	0.63	0.63	0.30	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	482	2508	2629	228	2241	2341	2654	0	0	2598	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	6.9	6.9	19.1	8.7	8.7	16.1	0.0	0.0	15.7	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.5	0.5	24.1	0.9	0.9	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.3	0.0	1.8	1.8	0.6	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	7.5	7.4	43.2	9.6	9.5	16.7	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	B			B		
Approach Vol, veh/h		926			935			88			45	
Approach Delay, s/veh		8.2			9.6			16.7			15.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	4.7	24.1		9.5	6.8	22.1				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		60.3	5.4	56.2		* 61	11.4	50.2				
Max Q Clear Time (g_c+I1), s		3.9	2.0	8.6		2.9	3.2	10.0				
Green Ext Time (p_c), s		0.5	0.0	5.7		0.2	0.0	6.2				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A

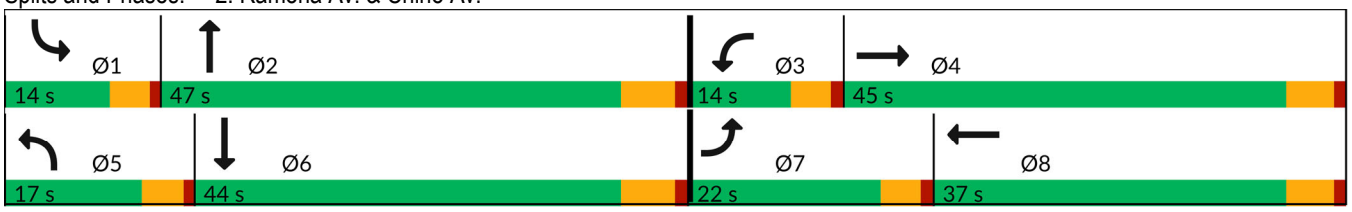
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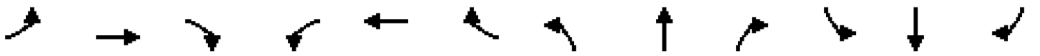
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	588	42	497	69	555	36	411
Future Volume (vph)	110	588	42	497	69	555	36	411
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	10.9	26.0	7.5	20.5	8.7	24.7	7.3	20.9
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.11	0.32	0.10	0.27
v/c Ratio	0.48	0.55	0.27	0.62	0.38	0.58	0.24	0.57
Control Delay (s/veh)	44.2	24.8	45.5	30.5	45.3	26.9	45.2	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.2	24.8	45.5	30.5	45.3	26.9	45.2	28.5
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		27.7		31.6		28.8		29.6
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.1	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 29.3	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	588	44	42	497	58	69	555	78	36	411	116
Future Volume (veh/h)	110	588	44	42	497	58	69	555	78	36	411	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	112	600	40	43	507	58	70	566	72	37	419	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	941	63	70	760	87	95	818	104	63	685	157
Arrive On Green	0.09	0.29	0.29	0.04	0.25	0.25	0.06	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	1619	3250	216	1619	3088	352	1619	3053	387	1619	2762	634
Grp Volume(v), veh/h	112	315	325	43	280	285	70	316	322	37	258	258
Grp Sat Flow(s),veh/h/ln	1619	1710	1757	1619	1710	1730	1619	1710	1730	1619	1710	1686
Q Serve(g_s), s	3.8	9.1	9.1	1.5	8.4	8.4	2.4	9.4	9.5	1.3	7.6	7.7
Cycle Q Clear(g_c), s	3.8	9.1	9.1	1.5	8.4	8.4	2.4	9.4	9.5	1.3	7.6	7.7
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.22	1.00		0.38
Lane Grp Cap(c), veh/h	141	495	509	70	421	426	95	458	464	63	424	418
V/C Ratio(X)	0.80	0.64	0.64	0.61	0.67	0.67	0.73	0.69	0.69	0.59	0.61	0.62
Avail Cap(c_a), veh/h	497	1195	1228	269	954	965	354	1244	1258	269	1153	1137
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	17.5	17.5	26.6	19.2	19.3	26.2	18.6	18.6	26.8	18.9	18.9
Incr Delay (d2), s/veh	3.9	1.4	1.3	3.2	1.8	1.8	4.0	1.9	1.9	3.2	1.4	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	3.3	0.6	3.1	3.1	0.9	3.3	3.4	0.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	18.9	18.9	29.8	21.1	21.1	30.3	20.5	20.5	30.0	20.3	20.4
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		752			608			708			553	
Approach Delay, s/veh		20.4			21.7			21.5			21.0	
Approach LOS		C			C			C			C	

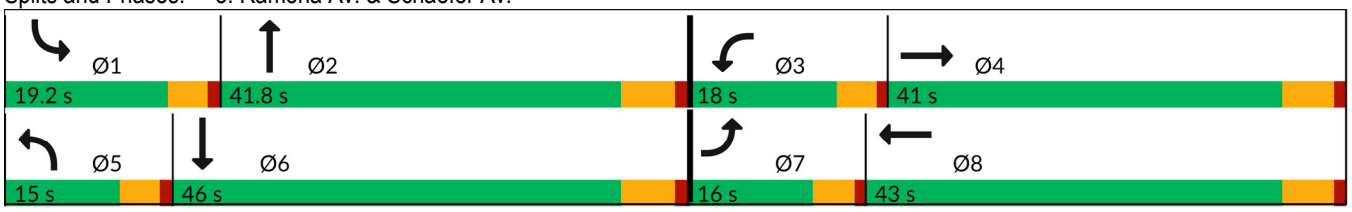
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	21.0	7.1	21.8	7.9	19.9	9.5	19.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.3	11.5	3.5	11.1	4.4	9.7	5.8	10.4
Green Ext Time (p_c), s	0.0	3.7	0.0	3.8	0.0	2.9	0.1	3.1

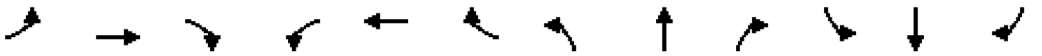
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	77	644	106	688	61	491	107	345
Future Volume (vph)	77	644	106	688	61	491	107	345
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.9	26.5	10.6	31.2	8.1	24.3	10.9	29.9
Actuated g/C Ratio	0.09	0.28	0.11	0.33	0.09	0.26	0.12	0.32
v/c Ratio	0.53	0.76	0.61	0.71	0.46	0.72	0.60	0.43
Control Delay (s/veh)	59.3	37.8	59.9	33.9	57.9	37.2	58.3	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	37.8	59.9	33.9	57.9	37.2	58.3	27.3
LOS	E	D	E	C	E	D	E	C
Approach Delay (s/veh)		40.0		37.2		39.2		33.4
Approach LOS		D		D		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 37.7	Intersection LOS: D
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	644	51	106	688	72	61	491	112	107	345	93
Future Volume (veh/h)	77	644	51	106	688	72	61	491	112	107	345	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	81	678	39	112	724	56	64	517	96	113	363	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	906	52	140	964	75	83	706	131	141	770	180
Arrive On Green	0.06	0.28	0.28	0.09	0.30	0.30	0.05	0.25	0.25	0.09	0.28	0.28
Sat Flow, veh/h	1619	3284	189	1619	3213	248	1619	2881	533	1619	2743	642
Grp Volume(v), veh/h	81	353	364	112	385	395	64	306	307	113	225	224
Grp Sat Flow(s),veh/h/ln	1619	1710	1762	1619	1710	1752	1619	1710	1704	1619	1710	1674
Q Serve(g_s), s	3.4	12.8	12.8	4.6	13.9	13.9	2.7	11.2	11.3	4.7	7.4	7.6
Cycle Q Clear(g_c), s	3.4	12.8	12.8	4.6	13.9	13.9	2.7	11.2	11.3	4.7	7.4	7.6
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.31	1.00		0.38
Lane Grp Cap(c), veh/h	101	472	486	140	513	526	83	419	418	141	480	470
V/C Ratio(X)	0.81	0.75	0.75	0.80	0.75	0.75	0.77	0.73	0.74	0.80	0.47	0.48
Avail Cap(c_a), veh/h	271	884	911	319	934	957	247	904	901	347	1009	988
HCM Platoon Ratio	1.00	1.00	1.00	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	22.5	22.5	30.5	21.5	21.5	31.9	23.6	23.7	30.5	20.3	20.3
Incr Delay (d2), s/veh	5.6	2.4	2.3	4.0	2.2	2.2	5.4	2.5	2.5	3.9	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.8	5.0	1.8	5.1	5.2	1.1	4.3	4.3	1.8	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	24.9	24.8	34.5	23.8	23.7	37.3	26.1	26.2	34.4	21.0	21.1
LnGrp LOS	D	C	C	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		798			892			677			562	
Approach Delay, s/veh		26.1			25.1			27.2			23.7	
Approach LOS		C			C			C			C	

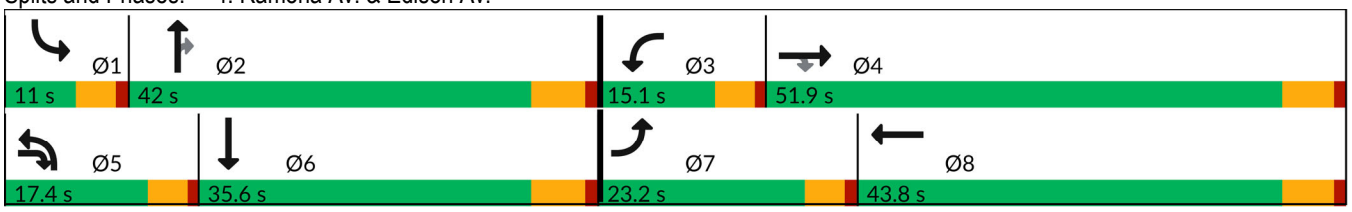
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	22.5	10.5	24.6	8.1	24.9	8.8	26.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	6.7	13.3	6.6	14.8	4.7	9.6	5.4	15.9
Green Ext Time (p_c), s	0.1	3.4	0.1	3.9	0.0	2.5	0.0	4.4

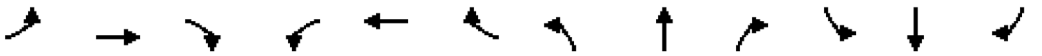
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	139	892	111	65	770	83	410	48	26	399
Future Volume (vph)	139	892	111	65	770	83	410	48	26	399
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.7	39.7	50.7	8.4	31.5	9.8	31.3	31.3	6.0	22.5
Actuated g/C Ratio	0.14	0.40	0.51	0.08	0.32	0.10	0.32	0.32	0.06	0.23
v/c Ratio	0.69	0.72	0.08	0.52	0.81	0.57	0.42	0.09	0.29	0.74
Control Delay (s/veh)	60.5	30.9	2.5	63.4	39.6	62.4	30.8	0.3	59.9	41.6
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)	60.5	30.9	2.5	63.4	39.6	62.4	30.8	0.3	59.9	41.6
LOS	E	C	A	E	D	E	C	A	E	D
Approach Delay (s/veh)		31.8			41.4		33.0			42.5
Approach LOS		C			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 36.6	Intersection LOS: D
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	892	111	65	770	28	83	410	48	26	399	113
Future Volume (veh/h)	139	892	111	65	770	28	83	410	48	26	399	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	154	991	91	72	856	28	92	456	31	29	443	102
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	1310	1218	89	1088	36	115	872	389	49	591	135
Arrive On Green	0.12	0.38	0.38	0.06	0.32	0.32	0.07	0.26	0.26	0.03	0.21	0.21
Sat Flow, veh/h	1619	3420	2681	1619	3380	111	1619	3420	1525	1619	2757	629
Grp Volume(v), veh/h	154	991	91	72	433	451	92	456	31	29	273	272
Grp Sat Flow(s),veh/h/ln	1619	1710	1341	1619	1710	1780	1619	1710	1525	1619	1710	1676
Q Serve(g_s), s	7.0	18.9	1.4	3.3	17.3	17.3	4.2	8.6	1.2	1.3	11.3	11.4
Cycle Q Clear(g_c), s	7.0	18.9	1.4	3.3	17.3	17.3	4.2	8.6	1.2	1.3	11.3	11.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	188	1310	1218	89	551	573	115	872	389	49	366	359
V/C Ratio(X)	0.82	0.76	0.07	0.81	0.79	0.79	0.80	0.52	0.08	0.59	0.75	0.76
Avail Cap(c_a), veh/h	400	2095	1833	226	864	899	275	1645	734	138	677	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	20.2	11.6	35.2	23.2	23.2	34.4	24.1	21.3	36.0	27.6	27.7
Incr Delay (d2), s/veh	3.3	0.9	0.0	6.3	2.6	2.5	4.8	0.5	0.1	4.2	3.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.7	0.4	1.4	6.5	6.8	1.7	3.2	0.4	0.5	4.5	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	21.1	11.6	41.4	25.7	25.6	39.2	24.6	21.4	40.2	30.7	31.0
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1236			956			579			574	
Approach Delay, s/veh		22.2			26.9			26.7			31.3	
Approach LOS		C			C			C			C	

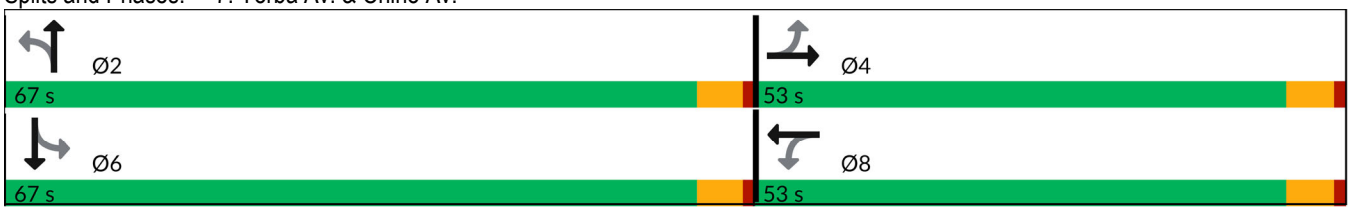
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	25.0	8.7	34.6	9.9	21.9	13.3	30.0
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.3	10.6	5.3	20.9	6.2	13.4	9.0	19.3
Green Ext Time (p_c), s	0.0	2.9	0.0	7.4	0.0	2.7	0.1	4.9

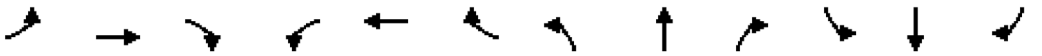
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	578	12	415	124	220	17	88
Future Volume (vph)	98	578	12	415	124	220	17	88
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.4	18.4	18.4	18.4		21.9		21.9
Actuated g/C Ratio	0.36	0.36	0.36	0.36		0.42		0.42
v/c Ratio	0.37	0.55	0.06	0.40		0.67		0.26
Control Delay (s/veh)	18.8	15.9	14.2	14.2		18.6		9.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	18.8	15.9	14.2	14.2		18.6		9.2
LOS	B	B	B	B		B		A
Approach Delay (s/veh)		16.4		14.3		18.6		9.3
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	578	35	12	415	39	124	220	46	17	88	69
Future Volume (veh/h)	98	578	35	12	415	39	124	220	46	17	88	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	107	628	25	13	451	38	135	239	39	18	96	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	1273	51	361	1211	102	268	364	53	131	414	147
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	870	3349	133	747	3188	267	414	1036	151	79	1180	420
Grp Volume(v), veh/h	107	320	333	13	241	248	413	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	870	1710	1772	747	1710	1745	1602	0	0	1678	0	0
Q Serve(g_s), s	4.0	5.6	5.6	0.5	4.0	4.0	6.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	5.6	5.6	6.1	4.0	4.0	8.6	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.15	0.33		0.09	0.12		0.25
Lane Grp Cap(c), veh/h	426	650	673	361	650	663	685	0	0	693	0	0
V/C Ratio(X)	0.25	0.49	0.49	0.04	0.37	0.37	0.60	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1155	2082	2158	987	2082	2125	2611	0	0	2671	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.6	9.2	9.2	11.6	8.7	8.8	10.9	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.4	0.3	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.4	1.5	0.1	1.0	1.0	2.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	9.8	9.8	11.6	9.1	9.1	11.8	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			A		
Approach Vol, veh/h		760			502			413			152	
Approach Delay, s/veh		10.1			9.2			11.8			9.2	
Approach LOS		B			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		20.3		18.8		20.3				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		10.6		10.0		4.5		8.1				
Green Ext Time (p_c), s		2.9		4.8		1.0		3.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	257	1	2	275
Future Vol, veh/h	6	9	257	1	2	275
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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	12	334	1	3	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	698	335	0	0	335	0
Stage 1	335	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	410	712	-	-	1236	-
Stage 1	729	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	409	712	-	-	1236	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	706	-	-	-	-	-

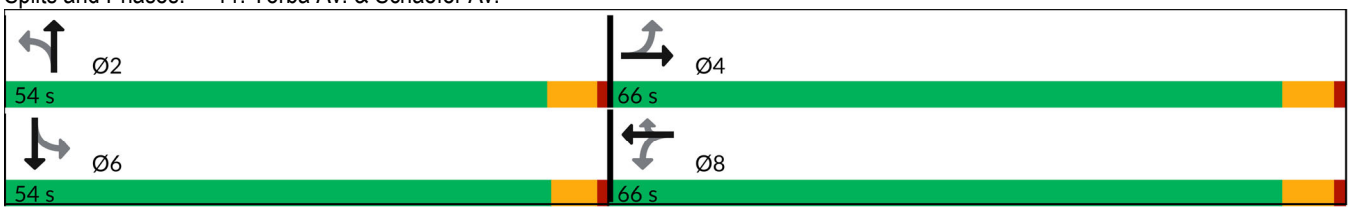
Approach	WB	NB	SB
HCM Control Delay, s/v	11.8	0	0.1
HCM LOS	B		

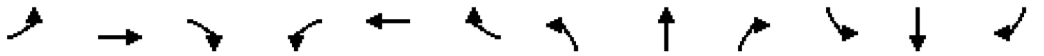
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	1236	-
HCM Lane V/C Ratio	-	-	0.035	0.002	-
HCM Control Delay (s/veh)	-	-	11.8	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	44	828	27	724	44	45	148	56	145
Future Volume (vph)	44	828	27	724	44	45	148	56	145
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	66.0	66.0	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.4	22.4	22.4	22.4	22.4		16.4		16.7
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.44		0.32		0.33
v/c Ratio	0.20	0.60	0.15	0.52	0.06		0.56		0.59
Control Delay (s/veh)	12.3	13.1	12.0	12.0	3.7		19.0		19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	12.3	13.1	12.0	12.0	3.7		19.0		19.5
LOS	B	B	B	B	A		B		B
Approach Delay (s/veh)		13.1		11.6			19.0		19.5
Approach LOS		B		B			B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	828	16	27	724	44	45	148	77	56	145	84
Future Volume (veh/h)	44	828	16	27	724	44	45	148	77	56	145	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	48	900	16	29	787	38	49	161	49	61	158	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	1547	27	336	1539	672	163	303	83	171	256	112
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	637	3436	61	585	3420	1494	200	1169	319	226	987	432
Grp Volume(v), veh/h	48	448	468	29	787	38	259	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	637	1710	1787	585	1710	1494	1687	0	0	1646	0	0
Q Serve(g_s), s	2.2	7.5	7.5	1.5	6.3	0.6	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	8.6	7.5	7.5	9.0	6.3	0.6	5.0	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.19		0.19	0.21		0.26
Lane Grp Cap(c), veh/h	369	770	805	336	1539	672	549	0	0	539	0	0
V/C Ratio(X)	0.13	0.58	0.58	0.09	0.51	0.06	0.47	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1077	2671	2792	986	5342	2333	2133	0	0	2110	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	7.9	7.9	11.3	7.6	6.0	12.4	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.1	0.3	0.0	0.6	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.5	1.6	0.1	1.2	0.1	1.5	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	8.6	8.6	11.4	7.8	6.0	13.1	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		964			854			259			297	
Approach Delay, s/veh		8.7			7.9			13.1			13.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.4		23.1		15.4		23.1				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		48.6		60.2		* 49		60.2				
Max Q Clear Time (g_c+I1), s		7.0		10.6		8.0		11.0				
Green Ext Time (p_c), s		1.6		6.7		2.0		6.3				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.5
HCM 6th LOS	A

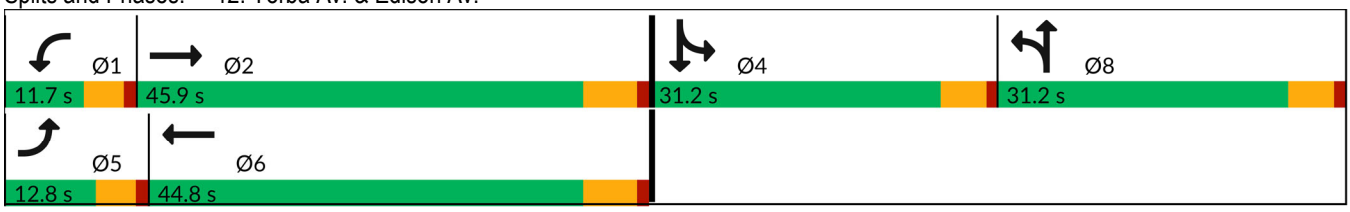
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	71	856	37	660	90	74
Future Volume (vph)	71	856	37	660	90	74
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.8	45.9	11.7	44.8	31.2	31.2
Total Split (%)	10.7%	38.3%	9.8%	37.3%	26.0%	26.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.2	38.3	7.4	34.0	19.5	19.1
Actuated g/C Ratio	0.08	0.37	0.07	0.33	0.19	0.19
v/c Ratio	0.66	0.82	0.38	0.73	0.75	0.76
Control Delay (s/veh)	76.5	38.1	62.1	35.4	53.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	38.1	62.1	35.4	53.7	51.2
LOS	E	D	E	D	D	D
Approach Delay (s/veh)		41.1		36.8	53.8	51.3
Approach LOS		D		D	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 41.9	Intersection LOS: D
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	856	23	37	660	31	60	90	63	37	74	104
Future Volume (veh/h)	71	856	23	37	660	31	60	90	63	37	74	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	86	1031	24	45	795	35	72	108	53	45	89	66
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1261	29	89	1167	51	88	133	65	57	113	84
Arrive On Green	0.07	0.37	0.37	0.06	0.35	0.35	0.17	0.17	0.17	0.15	0.15	0.15
Sat Flow, veh/h	1619	3416	80	1619	3337	147	527	790	388	378	748	554
Grp Volume(v), veh/h	86	516	539	45	407	423	233	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1786	1619	1710	1774	1704	0	0	1680	0	0
Q Serve(g_s), s	4.2	21.9	21.9	2.2	16.3	16.3	10.6	0.0	0.0	9.2	0.0	0.0
Cycle Q Clear(g_c), s	4.2	21.9	21.9	2.2	16.3	16.3	10.6	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.31		0.23	0.22		0.33
Lane Grp Cap(c), veh/h	121	631	659	89	598	620	286	0	0	253	0	0
V/C Ratio(X)	0.71	0.82	0.82	0.50	0.68	0.68	0.81	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	166	855	893	143	832	863	555	0	0	547	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.3	22.9	22.9	36.8	22.2	22.2	32.1	0.0	0.0	32.8	0.0	0.0
Incr Delay (d2), s/veh	4.2	4.6	4.4	1.6	1.4	1.3	5.6	0.0	0.0	5.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.5	8.9	0.8	6.1	6.3	4.5	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	27.4	27.3	38.4	23.6	23.6	37.7	0.0	0.0	38.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D			D		
Approach Vol, veh/h		1141			875			233			200	
Approach Delay, s/veh		28.3			24.4			37.7			38.3	
Approach LOS		C			C			D			D	

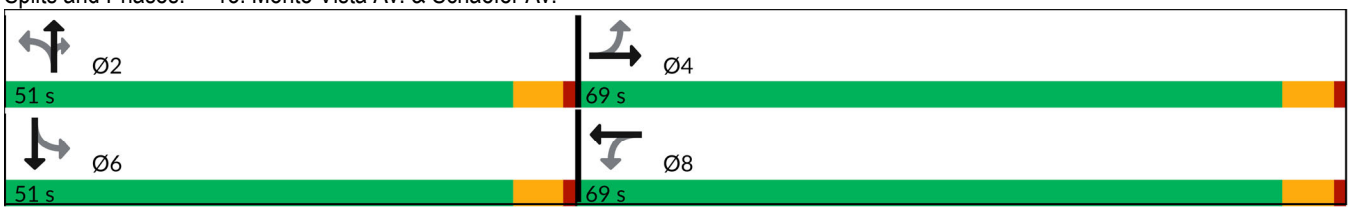
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	35.4		17.2	10.6	33.8		18.6				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.1	40.1		26.1	8.2	39.0		26.1				
Max Q Clear Time (g_c+I1), s	4.2	23.9		11.2	6.2	18.3		12.6				
Green Ext Time (p_c), s	0.0	5.7		0.9	0.0	4.7		1.0				

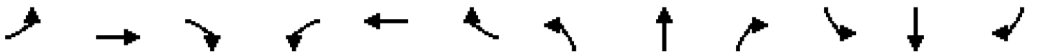
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	888	58	707	37	275	145	72	187
Future Volume (vph)	56	888	58	707	37	275	145	72	187
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.9	22.9	22.9	22.9	15.6	15.6	15.6	15.6	15.6
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.24	0.62	0.34	0.50	0.12	0.52	0.28	0.27	0.23
Control Delay (s/veh)	12.5	12.8	16.5	11.3	14.9	19.0	7.8	17.3	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	12.8	16.5	11.3	14.9	19.0	7.8	17.3	12.5
LOS	B	B	B	B	B	B	A	B	B
Approach Delay (s/veh)		12.9		11.8		15.2			13.7
Approach LOS		B		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	888	19	58	707	29	37	275	145	72	187	49
Future Volume (veh/h)	56	888	19	58	707	29	37	275	145	72	187	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	60	945	18	62	752	21	39	293	109	77	199	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1593	30	302	1576	44	421	527	447	303	858	144
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	669	3432	65	560	3396	95	1101	1800	1525	943	2929	492
Grp Volume(v), veh/h	60	471	492	62	379	394	39	293	109	77	115	118
Grp Sat Flow(s),veh/h/ln	669	1710	1787	560	1710	1780	1101	1800	1525	943	1710	1711
Q Serve(g_s), s	3.1	9.4	9.4	4.2	7.0	7.0	1.3	6.3	2.5	3.5	2.3	2.4
Cycle Q Clear(g_c), s	10.2	9.4	9.4	13.6	7.0	7.0	3.7	6.3	2.5	9.8	2.3	2.4
Prop In Lane	1.00		0.04	1.00		0.05	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	365	794	830	302	794	827	421	527	447	303	501	501
V/C Ratio(X)	0.16	0.59	0.59	0.21	0.48	0.48	0.09	0.56	0.24	0.25	0.23	0.24
Avail Cap(c_a), veh/h	971	2345	2451	810	2345	2441	1187	1781	1509	959	1692	1693
HCM Platoon Ratio	1.00	1.00	1.00	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	12.0	9.1	9.1	14.2	8.5	8.5	13.8	13.8	12.4	17.9	12.4	12.4
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.3	0.4	0.4	0.1	0.9	0.3	0.4	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.3	2.4	0.4	1.7	1.8	0.3	2.1	0.7	0.7	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	9.8	9.8	14.5	8.9	8.9	13.9	14.7	12.7	18.3	12.6	12.6
LnGrp LOS	B	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		1023			835			441			310	
Approach Delay, s/veh		10.0			9.3			14.1			14.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.9		27.2		18.9		27.2				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		8.3		12.2		11.8		15.6				
Green Ext Time (p_c), s		2.2		7.3		1.7		5.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.0									
HCM 6th LOS			B									

APPENDIX 6.2: OPENING YEAR CUMULATIVE (2026) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	8	17	12	18	38	61	28	654	49	40	749	13	1,685

2: Ramona Av. & Chino Av.

	PHF:	0.793			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	41	356	86	79	521	136	123	594	80	83	434	39	2,573

3: Ramona Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	37	343	104	89	392	107	69	535	66	101	667	94	2,605

4: Ramona Av. & Edison Av.

	PHF:	0.934			7:30				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	54	426	55	41	380	68	95	611	53	42	620	37	2,482

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	0	0	0	3	0	2	9	691	0	0	857	9	1,571

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	0	0	0	1	0	1	3	692	0	0	866	6	1,569

7: Yorba Av. & Chino Av.

	PHF:	0.835			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	27	54	10	34	126	108	91	509	126	33	391	31	1,539

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	10	260	0	0	224	3	1	0	4	0	0	0	502

9: Yorba Av. & Driveway 4

	PHF:	0.945			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	9	284	3	2	180	6	1	0	2	0	0	2	489

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	9	295	0	0	179	3	1	0	2	0	0	0	489

11: Yorba Av. & Schaefer Av.

	PHF:	0.950			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	23	140	17	30	108	39	108	537	48	56	810	59	1,974

12: Yorba Av. & Edison Av.

	PHF:	0.899			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	20	59	20	44	67	46	95	532	81	60	601	46	1,671

13: Monte Vista Av. & Schaefer Av.

	PHF:	0.919			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	16	160	60	41	162	55	39	501	42	90	854	42	2,061

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.899			4:45 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	21	40	38	19	18	20	48	770	8	2	823	17	1,824

2: Ramona Av. & Chino Av.

	PHF:	0.978			4:30 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	69	561	78	36	413	116	110	589	44	42	502	58	2,618

3: Ramona Av. & Schaefer Av.

	PHF:	0.949			4:30 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	61	491	113	109	345	93	77	646	51	111	696	78	2,873

4: Ramona Av. & Edison Av.

	PHF:	0.902			16:30				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	83	411	50	26	404	113	139	895	111	67	779	28	3,106

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	0	0	0	9	0	9	3	892	0	0	862	5	1,780

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	0	0	0	5	0	3	1	901	0	0	865	1	1,776

7: Yorba Av. & Chino Av.

	PHF:	0.915			4:30 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	129	223	49	17	89	69	98	578	36	13	415	39	1,754

8: Yorba Av. & Driveway 3

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	6	318	0	0	268	1	3	0	10	0	0	0	606

9: Yorba Av. & Driveway 4

	PHF:	0.765			16:15				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	2	265	1	2	285	1	5	0	8	6	0	9	585

10: Yorba Av. & Driveway 5

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	2	267	0	0	299	1	3	0	8	0	0	0	580

11: Yorba Av. & Schaefer Av.

	PHF:	0.915			4:30 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	49	154	77	60	159	92	46	832	26	27	726	46	2,295

12: Yorba Av. & Edison Av.

	PHF:	0.834			4:15 PM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	60	94	63	42	82	115	76	856	23	37	660	32	2,139

13: Monte Vista Av. & Schaefer Av.

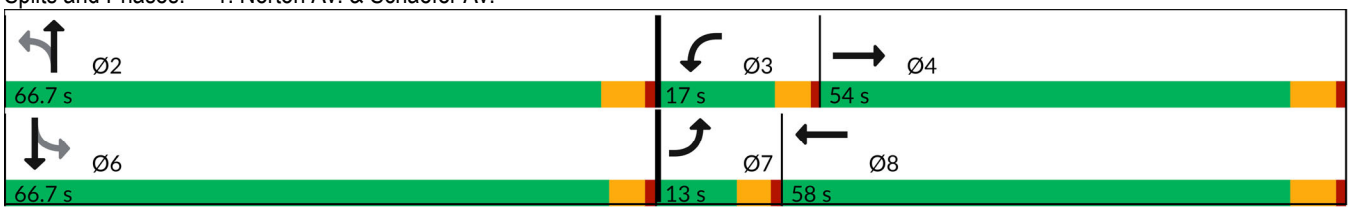
	PHF:	0.935			16:30				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
OYC 2026 WP (PCE):	38	275	145	72	187	49	56	894	20	58	709	29	2,531

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	28	654	40	749	8	17	18	38
Future Volume (vph)	28	654	40	749	8	17	18	38
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	28.8	9.1	31.8		14.8		15.5
Actuated g/C Ratio	0.15	0.51	0.16	0.57		0.26		0.28
v/c Ratio	0.12	0.45	0.17	0.44		0.09		0.27
Control Delay (s/veh)	38.0	17.6	35.8	15.5		15.2		13.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	38.0	17.6	35.8	15.5		15.2		13.9
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		18.4		16.6		15.3		14.0
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 137.7
Actuated Cycle Length: 56
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay (s/veh): 17.2 — Intersection LOS: B
Intersection Capacity Utilization 47.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Norton Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	654	49	40	749	13	8	17	12	18	38	61
Future Volume (veh/h)	28	654	49	40	749	13	8	17	12	18	38	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	31	735	48	45	842	14	9	19	10	20	43	31
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	1285	84	82	1405	23	157	98	46	153	83	55
Arrive On Green	0.04	0.39	0.39	0.05	0.41	0.41	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1619	3254	212	1619	3441	57	284	951	441	279	806	534
Grp Volume(v), veh/h	31	386	397	45	418	438	38	0	0	94	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1756	1619	1710	1788	1677	0	0	1618	0	0
Q Serve(g_s), s	0.7	6.2	6.2	1.0	6.7	6.7	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.2	6.2	1.0	6.7	6.7	0.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.03	0.24		0.26	0.21		0.33
Lane Grp Cap(c), veh/h	60	675	694	82	698	730	300	0	0	292	0	0
V/C Ratio(X)	0.52	0.57	0.57	0.55	0.60	0.60	0.13	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	388	2354	2417	573	2549	2665	2931	0	0	2958	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.5	8.3	8.3	16.2	8.1	8.1	14.4	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.8	0.7	2.1	0.8	0.8	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.3	1.3	0.3	1.4	1.4	0.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	9.0	9.0	18.4	8.9	8.9	14.6	0.0	0.0	15.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		814			901			38			94	
Approach Delay, s/veh		9.4			9.4			14.6			15.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.0	6.4	19.6	9.0	5.9	20.1
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	61.3	12.4	48.2	* 62	8.4	52.2
Max Q Clear Time (g_c+I1), s	2.7	3.0	8.2	3.9	2.7	8.7
Green Ext Time (p_c), s	0.2	0.0	4.9	0.6	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.8
HCM 6th LOS	A

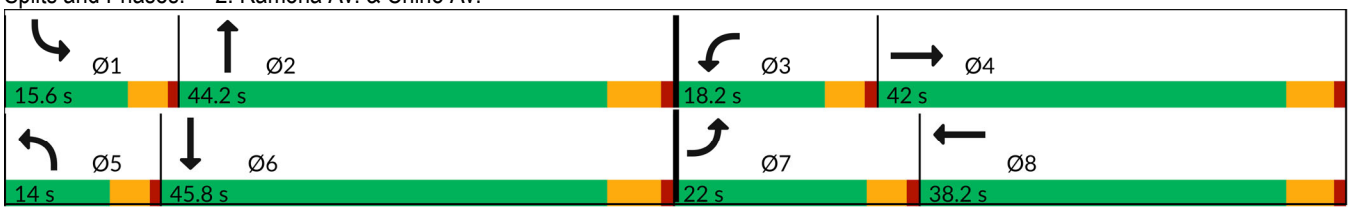
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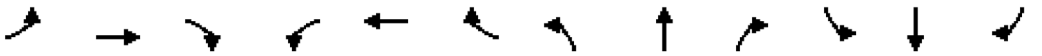
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	123	594	83	434	41	356	79	521
Future Volume (vph)	123	594	83	434	41	356	79	521
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	13.7	32.9	10.6	26.4	7.6	27.7	9.7	32.9
Actuated g/C Ratio	0.14	0.33	0.11	0.27	0.08	0.28	0.10	0.33
v/c Ratio	0.69	0.76	0.61	0.66	0.41	0.59	0.63	0.74
Control Delay (s/veh)	62.4	37.3	63.3	37.3	60.9	32.9	67.7	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	37.3	63.3	37.3	60.9	32.9	67.7	35.3
LOS	E	D	E	D	E	C	E	D
Approach Delay (s/veh)		41.2		41.2		35.3		38.8
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.2	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 39.4	Intersection LOS: D
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	594	80	83	434	39	41	356	86	79	521	136
Future Volume (veh/h)	123	594	80	83	434	39	41	356	86	79	521	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	156	752	88	105	549	41	52	451	77	100	659	120
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	963	113	131	890	66	71	765	130	125	853	155
Arrive On Green	0.12	0.31	0.31	0.08	0.28	0.28	0.04	0.26	0.26	0.08	0.30	0.30
Sat Flow, veh/h	1619	3078	360	1619	3221	240	1619	2923	496	1619	2890	526
Grp Volume(v), veh/h	156	418	422	105	291	299	52	263	265	100	390	389
Grp Sat Flow(s),veh/h/ln	1619	1710	1728	1619	1710	1751	1619	1710	1709	1619	1710	1705
Q Serve(g_s), s	7.2	16.9	16.9	4.9	11.3	11.4	2.4	10.2	10.3	4.6	15.9	15.9
Cycle Q Clear(g_c), s	7.2	16.9	16.9	4.9	11.3	11.4	2.4	10.2	10.3	4.6	15.9	15.9
Prop In Lane	1.00		0.21	1.00		0.14	1.00		0.29	1.00		0.31
Lane Grp Cap(c), veh/h	190	535	540	131	472	484	71	448	447	125	505	503
V/C Ratio(X)	0.82	0.78	0.78	0.80	0.62	0.62	0.73	0.59	0.59	0.80	0.77	0.77
Avail Cap(c_a), veh/h	369	821	830	289	736	753	200	861	861	234	897	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	23.8	23.8	34.4	24.1	24.1	36.0	24.5	24.6	34.6	24.5	24.6
Incr Delay (d2), s/veh	3.3	2.7	2.7	4.3	1.3	1.3	5.4	1.2	1.3	4.5	2.5	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.6	6.7	2.0	4.4	4.5	1.0	3.9	3.9	1.9	6.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	26.5	26.5	38.7	25.4	25.4	41.4	25.8	25.8	39.1	27.1	27.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		996			695			580			879	
Approach Delay, s/veh		28.0			27.4			27.2			28.5	
Approach LOS		C			C			C			C	

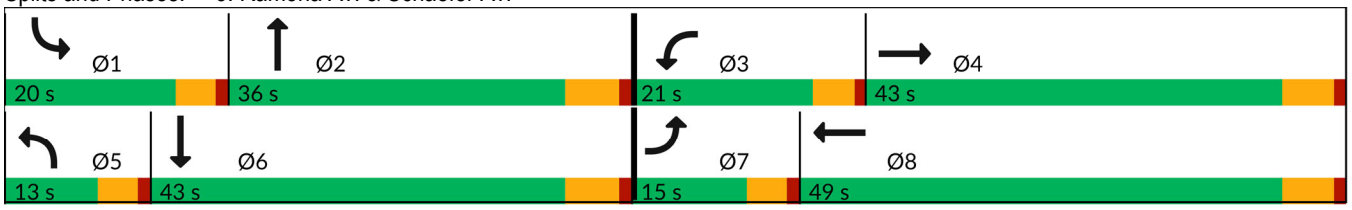
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	25.8	10.8	29.2	7.9	28.3	13.6	26.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	6.6	12.3	6.9	18.9	4.4	17.9	9.2	13.4
Green Ext Time (p_c), s	0.0	2.9	0.1	4.7	0.0	4.5	0.1	3.2

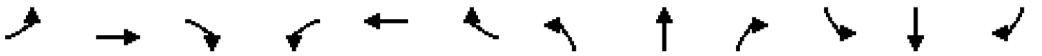
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.9
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	69	535	101	667	37	343	89	392
Future Volume (vph)	69	535	101	667	37	343	89	392
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.8	28.2	11.3	30.4	7.4	20.1	10.6	25.3
Actuated g/C Ratio	0.10	0.33	0.13	0.36	0.09	0.24	0.12	0.30
v/c Ratio	0.46	0.60	0.52	0.71	0.30	0.62	0.49	0.55
Control Delay (s/veh)	54.4	29.5	51.2	29.6	52.1	34.9	51.3	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.4	29.5	51.2	29.6	52.1	34.9	51.3	29.3
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		32.1		32.2		36.3		32.7
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 85.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	535	66	101	667	94	37	343	104	89	392	107
Future Volume (veh/h)	69	535	66	101	667	94	37	343	104	89	392	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	78	601	50	113	749	94	42	385	89	100	440	107
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	970	81	142	1013	127	67	556	127	125	648	156
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.04	0.20	0.20	0.08	0.24	0.24
Sat Flow, veh/h	1619	3193	265	1619	3052	383	1619	2755	630	1619	2724	657
Grp Volume(v), veh/h	78	321	330	113	420	423	42	237	237	100	275	272
Grp Sat Flow(s),veh/h/ln	1619	1710	1748	1619	1710	1725	1619	1710	1675	1619	1710	1671
Q Serve(g_s), s	3.0	10.2	10.2	4.3	13.7	13.7	1.6	8.1	8.3	3.8	9.2	9.4
Cycle Q Clear(g_c), s	3.0	10.2	10.2	4.3	13.7	13.7	1.6	8.1	8.3	3.8	9.2	9.4
Prop In Lane	1.00		0.15	1.00		0.22	1.00		0.38	1.00		0.39
Lane Grp Cap(c), veh/h	96	519	531	142	567	572	67	345	338	125	407	397
V/C Ratio(X)	0.81	0.62	0.62	0.80	0.74	0.74	0.63	0.69	0.70	0.80	0.68	0.69
Avail Cap(c_a), veh/h	267	1008	1031	421	1171	1181	216	819	802	395	1008	985
HCM Platoon Ratio	1.00	1.00	1.00	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	29.3	18.8	18.8	28.2	18.7	18.7	29.8	23.3	23.4	28.6	21.8	21.9
Incr Delay (d2), s/veh	6.0	1.2	1.2	3.9	1.9	1.9	3.6	2.4	2.6	4.4	2.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.6	3.7	1.7	4.8	4.9	0.6	3.1	3.1	1.5	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	20.0	20.0	32.1	20.6	20.6	33.3	25.8	26.0	33.0	23.8	24.0
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		729			956			516			647	
Approach Delay, s/veh		21.7			21.9			26.5			25.3	
Approach LOS		C			C			C			C	

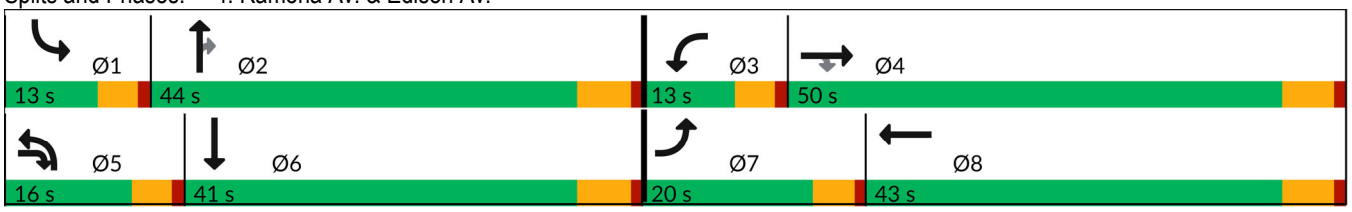
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	18.5	10.1	25.0	7.2	20.8	8.4	26.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	5.8	10.3	6.3	12.2	3.6	11.4	5.0	15.7
Green Ext Time (p_c), s	0.1	2.4	0.1	3.7	0.0	3.1	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	95	611	53	42	620	54	426	55	41	380
Future Volume (vph)	95	611	53	42	620	54	426	55	41	380
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	29.1	38.8	7.4	24.1	8.2	21.8	21.8	7.4	18.6
Actuated g/C Ratio	0.14	0.38	0.50	0.10	0.31	0.11	0.28	0.28	0.10	0.24
v/c Ratio	0.47	0.50	0.04	0.29	0.66	0.33	0.47	0.11	0.28	0.58
Control Delay (s/veh)	45.4	22.3	2.6	46.6	29.0	45.6	28.2	0.4	46.5	31.5
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)	45.4	22.3	2.6	46.6	29.0	45.6	28.2	0.4	46.5	31.5
LOS	D	C	A	D	C	D	C	A	D	C
Approach Delay (s/veh)		23.8			30.1		27.2			32.8
Approach LOS		C			C		C			C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	611	53	42	620	37	54	426	55	41	380	68
Future Volume (veh/h)	95	611	53	42	620	37	54	426	55	41	380	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	102	657	57	45	667	40	58	458	59	44	409	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1095	985	69	931	56	81	939	406	68	777	134
Arrive On Green	0.08	0.32	0.32	0.04	0.28	0.28	0.05	0.27	0.27	0.04	0.27	0.27
Sat Flow, veh/h	1619	3420	2660	1619	3278	196	1619	3420	1479	1619	2911	501
Grp Volume(v), veh/h	102	657	57	45	348	359	58	458	59	44	239	241
Grp Sat Flow(s),veh/h/ln	1619	1710	1330	1619	1710	1765	1619	1710	1479	1619	1710	1702
Q Serve(g_s), s	4.0	10.5	0.9	1.8	11.9	11.9	2.3	7.3	2.0	1.7	7.7	7.9
Cycle Q Clear(g_c), s	4.0	10.5	0.9	1.8	11.9	11.9	2.3	7.3	2.0	1.7	7.7	7.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	128	1095	985	69	486	501	81	939	406	68	456	454
V/C Ratio(X)	0.80	0.60	0.06	0.65	0.72	0.72	0.72	0.49	0.15	0.64	0.52	0.53
Avail Cap(c_a), veh/h	384	2328	1944	209	980	1011	284	2012	870	209	927	923
HCM Platoon Ratio	1.00	1.00	1.00	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	29.4	18.6	13.2	30.6	20.9	20.9	30.4	19.7	17.8	30.6	20.3	20.3
Incr Delay (d2), s/veh	4.3	0.5	0.0	3.8	2.0	1.9	4.4	0.4	0.2	3.7	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.6	0.2	0.7	4.3	4.5	0.9	2.6	0.6	0.7	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	19.1	13.2	34.4	22.9	22.8	34.8	20.1	18.0	34.4	21.2	21.3
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		816			752			575			524	
Approach Delay, s/veh		20.5			23.5			21.4			22.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	23.6	7.4	26.6	7.8	23.1	9.7	24.2
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	3.7	9.3	3.8	12.5	4.3	9.9	6.0	13.9
Green Ext Time (p_c), s	0.0	3.1	0.0	4.7	0.0	2.6	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	691	857	9	3	2
Future Vol, veh/h	9	691	857	9	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	751	932	10	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	942	0	-	0	1333	471
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	736	-	-	-	148	545
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	146	545
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	331
HCM Lane V/C Ratio	0.013	-	-	-	0.016
HCM Control Delay (s/veh)	10	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	692	866	6	1	1
Future Vol, veh/h	3	692	866	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	752	941	7	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	948	0	-	0	1327	474
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	732	-	-	-	149	542
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	732	-	-	-	148	542
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	665	-

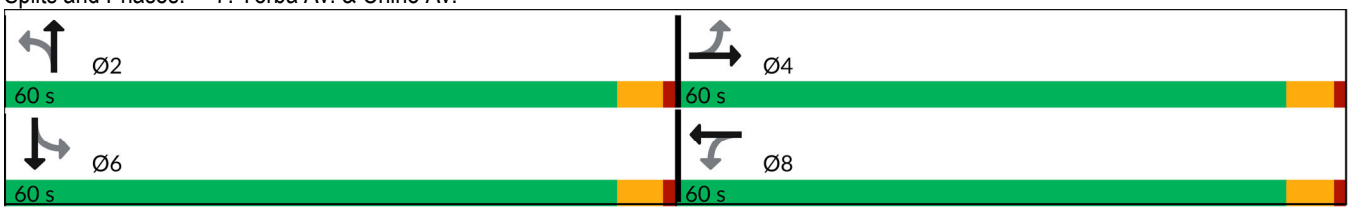
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	732	-	-	-	355
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s/veh)	9.9	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	91	509	33	391	27	54	34	126
Future Volume (vph)	91	509	33	391	27	54	34	126
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.1	18.1	18.1	18.1		15.0		15.0
Actuated g/C Ratio	0.41	0.41	0.41	0.41		0.34		0.34
v/c Ratio	0.34	0.55	0.17	0.36		0.21		0.56
Control Delay (s/veh)	13.4	11.6	11.7	10.1		11.9		15.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.4	11.6	11.7	10.1		11.9		15.5
LOS	B	B	B	B		B		B
Approach Delay (s/veh)		11.9		10.3		11.9		15.6
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	509	126	33	391	31	27	54	10	34	126	108
Future Volume (veh/h)	91	509	126	33	391	31	27	54	10	34	126	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	110	613	136	40	471	27	33	65	7	41	152	84
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	500	1190	263	395	1411	81	217	326	29	160	262	130
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	862	2770	613	683	3283	188	299	1253	111	145	1006	501
Grp Volume(v), veh/h	110	378	371	40	245	253	105	0	0	277	0	0
Grp Sat Flow(s),veh/h/ln	862	1710	1673	683	1710	1761	1662	0	0	1652	0	0
Q Serve(g_s), s	3.3	5.5	5.5	1.5	3.2	3.2	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	6.5	5.5	5.5	7.1	3.2	3.2	1.6	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.11	0.31		0.07	0.15		0.30
Lane Grp Cap(c), veh/h	500	735	719	395	735	756	572	0	0	552	0	0
V/C Ratio(X)	0.22	0.51	0.52	0.10	0.33	0.33	0.18	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1519	2756	2696	1203	2756	2838	2637	0	0	2759	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	7.1	7.1	9.7	6.4	6.4	9.8	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.1	0.3	0.3	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	0.2	0.6	0.7	0.5	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	7.6	7.7	9.8	6.7	6.7	10.0	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			B		
Approach Vol, veh/h		859			538			105			277	
Approach Delay, s/veh		7.8			6.9			10.0			11.8	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		20.0		13.9		20.0				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.6		8.5		7.0		9.1				
Green Ext Time (p_c), s		0.6		5.9		1.8		3.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	10	260	224	3
Future Vol, veh/h	1	4	10	260	224	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	4	11	283	243	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	550	245	246	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	500	799	1332	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	799	1332	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1332	-	712	-	-
HCM Lane V/C Ratio	0.008	-	0.008	-	-
HCM Control Delay (s/veh)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	2	0	0	2	9	284	3	2	180	6
Future Vol, veh/h	1	0	2	0	0	2	9	284	3	2	180	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	2	0	0	2	10	302	3	2	191	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	523	523	194	523	525	304	197	0	0	305	0	0
Stage 1	198	198	-	324	324	-	-	-	-	-	-	-
Stage 2	325	325	-	199	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	468	462	853	468	460	740	1388	-	-	1267	-	-
Stage 1	808	741	-	692	653	-	-	-	-	-	-	-
Stage 2	692	653	-	807	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	457	853	463	455	740	1388	-	-	1267	-	-
Mov Cap-2 Maneuver	463	457	-	463	455	-	-	-	-	-	-	-
Stage 1	801	740	-	686	647	-	-	-	-	-	-	-
Stage 2	684	647	-	803	738	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.4	9.9	0.2	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	666	740	1267	-	-
HCM Lane V/C Ratio	0.007	-	-	0.005	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.4	9.9	7.8	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	9	295	179	3
Future Vol, veh/h	1	2	9	295	179	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	10	321	195	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	538	197	198	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	508	849	1387	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	503	849	1387	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	725	-	-	-	-	-

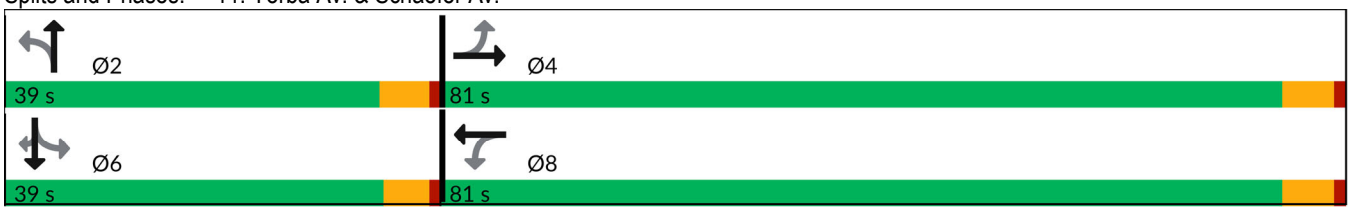
Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	0.2	0
HCM LOS	B		

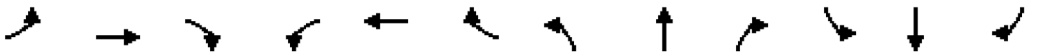
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1387	-	691	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s/veh)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	108	537	56	810	23	140	30	108	39
Future Volume (vph)	108	537	56	810	23	140	30	108	39
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	81.0	81.0	81.0	81.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	67.5%	67.5%	67.5%	67.5%	32.5%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.8	20.8	20.8	20.8		11.8		12.2	12.2
Actuated g/C Ratio	0.47	0.47	0.47	0.47		0.26		0.27	0.27
v/c Ratio	0.53	0.39	0.17	0.57		0.42		0.33	0.09
Control Delay (s/veh)	20.1	8.6	9.2	10.5		17.7		16.7	6.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	20.1	8.6	9.2	10.5		17.7		16.7	6.3
LOS	C	A	A	B		B		B	A
Approach Delay (s/veh)		10.4		10.4		17.8		14.5	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	537	48	56	810	59	23	140	17	30	108	39
Future Volume (veh/h)	108	537	48	56	810	59	23	140	17	30	108	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	114	565	47	59	853	60	24	147	9	32	114	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	1667	138	521	1690	119	133	255	15	160	260	266
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	586	3191	265	777	3235	228	131	1464	84	236	1492	1525
Grp Volume(v), veh/h	114	302	310	59	451	462	180	0	0	146	0	30
Grp Sat Flow(s),veh/h/ln	586	1710	1745	777	1710	1753	1679	0	0	1728	0	1525
Q Serve(g_s), s	5.8	3.8	3.8	1.8	6.3	6.3	1.0	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	12.1	3.8	3.8	5.6	6.3	6.3	3.7	0.0	0.0	2.7	0.0	0.6
Prop In Lane	1.00		0.15	1.00		0.13	0.13		0.05	0.22		1.00
Lane Grp Cap(c), veh/h	401	893	912	521	893	916	403	0	0	420	0	266
V/C Ratio(X)	0.28	0.34	0.34	0.11	0.50	0.50	0.45	0.00	0.00	0.35	0.00	0.11
Avail Cap(c_a), veh/h	1288	3480	3552	1695	3480	3566	1644	0	0	1640	0	1399
HCM Platoon Ratio	1.00	1.00	1.00	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	9.6	5.1	5.1	6.7	5.7	5.7	14.1	0.0	0.0	13.7	0.0	12.8
Incr Delay (d2), s/veh	0.4	0.2	0.2	0.1	0.4	0.4	0.8	0.0	0.0	0.5	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	0.5	0.5	0.6	0.2	0.9	0.9	1.1	0.0	0.0	0.9	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	5.3	5.3	6.8	6.2	6.2	14.8	0.0	0.0	14.2	0.0	13.0
LnGrp LOS	B	A	A	A	A	A	B			B		B
Approach Vol, veh/h		726			972			180			176	
Approach Delay, s/veh		6.1			6.2			14.8			14.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.8		25.1		11.8		25.1				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		33.6		75.2		* 34		75.2				
Max Q Clear Time (g_c+I1), s		5.7		14.1		4.7		8.3				
Green Ext Time (p_c), s		0.9		5.2		0.9		6.8				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh	7.6	
HCM 6th LOS	A	

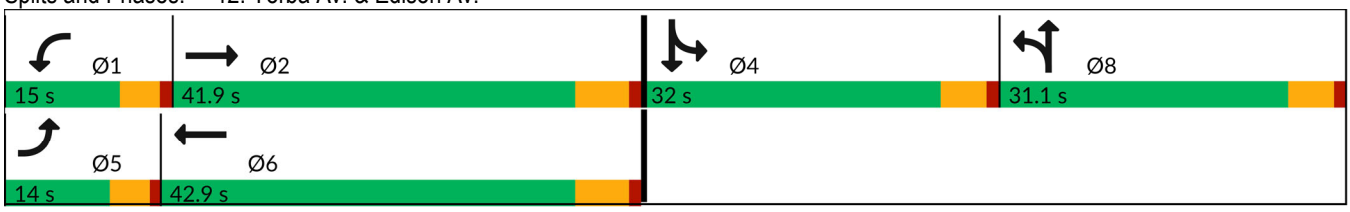
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	95	532	60	601	59	67
Future Volume (vph)	95	532	60	601	59	67
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.4	28.6	8.7	24.0	13.5	14.9
Actuated g/C Ratio	0.12	0.36	0.11	0.30	0.17	0.19
v/c Ratio	0.52	0.56	0.35	0.69	0.36	0.52
Control Delay (s/veh)	50.7	26.3	46.2	30.2	35.1	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.7	26.3	46.2	30.2	35.1	36.3
LOS	D	C	D	C	D	D
Approach Delay (s/veh)		29.7		31.6	35.1	36.4
Approach LOS		C		C	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 79.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 31.4	Intersection LOS: C
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.

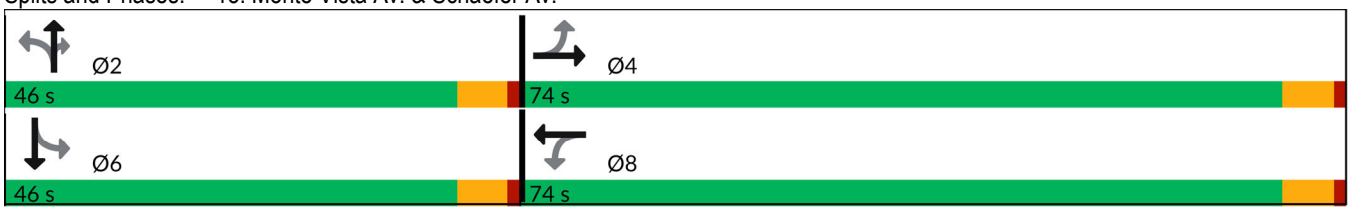


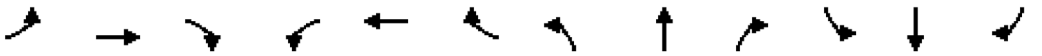
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	532	81	60	601	46	20	59	20	44	67	46
Future Volume (veh/h)	95	532	81	60	601	46	20	59	20	44	67	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	106	591	80	67	668	49	22	66	22	49	74	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	912	123	133	920	67	47	142	47	82	125	49
Arrive On Green	0.09	0.30	0.30	0.08	0.28	0.28	0.14	0.14	0.14	0.15	0.15	0.15
Sat Flow, veh/h	1714	3019	408	1714	3231	237	344	1033	344	550	831	326
Grp Volume(v), veh/h	106	334	337	67	353	364	110	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1716	1714	1710	1757	1721	0	0	1708	0	0
Q Serve(g_s), s	3.7	10.5	10.5	2.3	11.5	11.5	3.6	0.0	0.0	5.1	0.0	0.0
Cycle Q Clear(g_c), s	3.7	10.5	10.5	2.3	11.5	11.5	3.6	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.13	0.20		0.20	0.32		0.19
Lane Grp Cap(c), veh/h	163	517	519	133	487	500	236	0	0	256	0	0
V/C Ratio(X)	0.65	0.65	0.65	0.50	0.73	0.73	0.47	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	261	998	1002	288	1026	1055	724	0	0	743	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	18.7	18.7	27.4	19.9	19.9	24.6	0.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	1.6	1.4	1.4	1.1	2.1	2.0	1.4	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.7	3.7	0.9	4.2	4.3	1.4	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	20.1	20.1	28.5	22.0	22.0	26.0	0.0	0.0	26.7	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C			C		
Approach Vol, veh/h		777			784			110			152	
Approach Delay, s/veh		21.3			22.5			26.0			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	24.5		14.4	10.5	23.4		13.6				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	4.3	12.5		7.1	5.7	13.5		5.6				
Green Ext Time (p_c), s	0.0	3.8		0.7	0.0	4.1		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			22.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	39	501	90	854	16	160	60	41	162
Future Volume (vph)	39	501	90	854	16	160	60	41	162
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.5	21.5	21.5	21.5	12.1	12.1	12.1	12.1	12.1
Actuated g/C Ratio	0.47	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27
v/c Ratio	0.21	0.36	0.28	0.60	0.06	0.36	0.14	0.15	0.26
Control Delay (s/veh)	11.8	8.8	11.3	11.3	14.1	16.7	5.3	15.1	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	8.8	11.3	11.3	14.1	16.7	5.3	15.1	11.9
LOS	B	A	B	B	B	B	A	B	B
Approach Delay (s/veh)		9.1		11.4		13.7			12.5
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 45.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	501	42	90	854	42	16	160	60	41	162	55
Future Volume (veh/h)	39	501	42	90	854	42	16	160	60	41	162	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	42	545	37	98	928	39	17	174	52	45	176	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	352	1537	104	494	1581	66	376	386	327	345	575	149
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	557	3247	220	799	3341	140	1111	1800	1525	1108	2679	695
Grp Volume(v), veh/h	42	286	296	98	475	492	17	174	52	45	110	113
Grp Sat Flow(s),veh/h/ln	557	1710	1757	799	1710	1771	1111	1800	1525	1108	1710	1664
Q Serve(g_s), s	2.1	3.8	3.8	3.2	7.3	7.3	0.5	3.0	1.0	1.3	1.9	2.0
Cycle Q Clear(g_c), s	9.4	3.8	3.8	7.0	7.3	7.3	2.5	3.0	1.0	4.3	1.9	2.0
Prop In Lane	1.00		0.13	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	352	809	832	494	809	838	376	386	327	345	367	357
V/C Ratio(X)	0.12	0.35	0.36	0.20	0.59	0.59	0.05	0.45	0.16	0.13	0.30	0.32
Avail Cap(c_a), veh/h	1147	3249	3338	1633	3249	3364	1394	2036	1725	1360	1934	1882
HCM Platoon Ratio	1.00	1.00	1.00	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	10.3	6.0	6.0	8.2	6.9	6.9	12.9	12.3	11.5	14.1	11.8	11.9
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.2	0.7	0.7	0.0	0.8	0.2	0.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.7	0.3	1.3	1.3	0.1	1.0	0.3	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	6.2	6.2	8.4	7.6	7.5	13.0	13.1	11.7	14.3	12.3	12.4
LnGrp LOS	B	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		624			1065			243			268	
Approach Delay, s/veh		6.5			7.6			12.8			12.7	
Approach LOS		A			A			B			B	

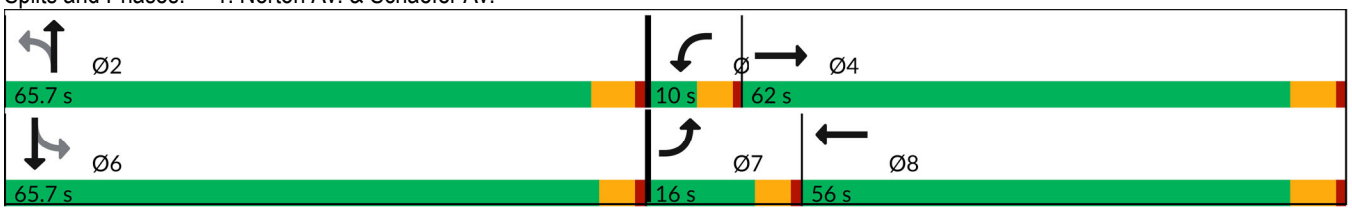
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.1		22.8		13.1		22.8				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		5.0		11.4		6.3		9.3				
Green Ext Time (p_c), s		1.2		4.0		1.4		7.7				

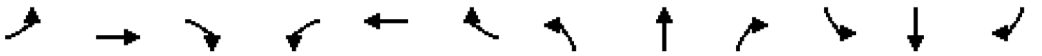
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	48	770	2	823	21	40	19	18
Future Volume (vph)	48	770	2	823	21	40	19	18
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	38.7	7.6	33.1		16.0		16.3
Actuated g/C Ratio	0.16	0.63	0.12	0.54		0.26		0.27
v/c Ratio	0.21	0.40	0.00	0.51		0.25		0.14
Control Delay (s/veh)	39.0	12.4	44.5	18.2		18.3		15.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	39.0	12.4	44.5	18.2		18.3		15.8
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		14.0		18.3		18.4		15.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 61	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	770	8	2	823	17	21	40	38	19	18	20
Future Volume (veh/h)	48	770	8	2	823	17	21	40	38	19	18	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	54	865	9	2	925	17	24	45	19	21	20	4
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1668	17	4	1466	27	156	99	37	199	97	15
Arrive On Green	0.06	0.48	0.48	0.00	0.43	0.43	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1619	3466	36	1619	3434	63	350	932	353	582	916	146
Grp Volume(v), veh/h	54	427	447	2	461	481	88	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1792	1619	1710	1787	1635	0	0	1644	0	0
Q Serve(g_s), s	1.3	6.6	6.6	0.0	8.1	8.1	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	6.6	6.6	0.0	8.1	8.1	1.9	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.04	0.27		0.22	0.47		0.09
Lane Grp Cap(c), veh/h	92	823	862	4	730	763	292	0	0	311	0	0
V/C Ratio(X)	0.59	0.52	0.52	0.45	0.63	0.63	0.30	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	479	2495	2615	227	2228	2328	2639	0	0	2584	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	6.9	6.9	19.2	8.7	8.7	16.2	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.5	0.5	24.1	0.9	0.9	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.3	0.0	1.8	1.9	0.6	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	7.4	7.4	43.3	9.6	9.5	16.8	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	B	A	A	D	A	A	B			B		
Approach Vol, veh/h		928			944			88			45	
Approach Delay, s/veh		8.1			9.6			16.8			16.0	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	4.7	24.3		9.5	6.8	22.2				
Change Period (Y+Rc), s		5.4	4.6	5.8		* 5.4	4.6	5.8				
Max Green Setting (Gmax), s		60.3	5.4	56.2		* 61	11.4	50.2				
Max Q Clear Time (g_c+I1), s		3.9	2.0	8.6		2.9	3.3	10.1				
Green Ext Time (p_c), s		0.5	0.0	5.7		0.2	0.0	6.3				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A

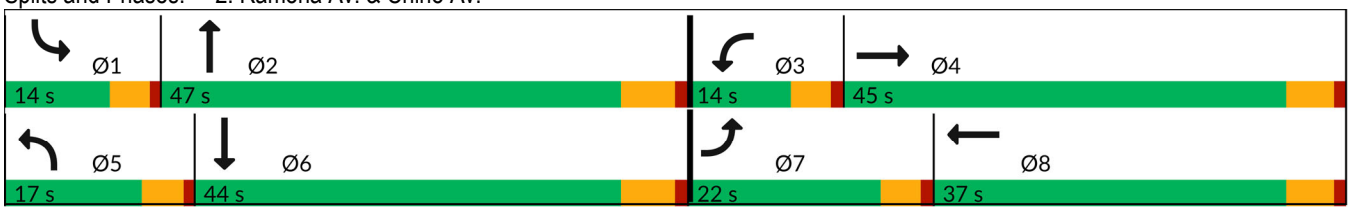
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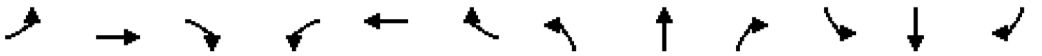
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	589	42	502	69	561	36	413
Future Volume (vph)	110	589	42	502	69	561	36	413
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	11.0	26.2	7.5	20.6	8.7	24.8	7.3	21.1
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.11	0.32	0.10	0.28
v/c Ratio	0.48	0.55	0.27	0.62	0.38	0.59	0.24	0.57
Control Delay (s/veh)	44.4	24.9	45.7	30.7	45.7	27.1	45.5	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.4	24.9	45.7	30.7	45.7	27.1	45.5	28.5
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		27.8		31.8		28.9		29.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 76.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 29.4	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	589	44	42	502	58	69	561	78	36	413	116
Future Volume (veh/h)	110	589	44	42	502	58	69	561	78	36	413	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	112	601	40	43	512	58	70	572	72	37	421	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	945	63	70	764	86	95	824	103	63	690	158
Arrive On Green	0.09	0.29	0.29	0.04	0.25	0.25	0.06	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	1619	3251	216	1619	3092	349	1619	3057	384	1619	2765	632
Grp Volume(v), veh/h	112	316	325	43	282	288	70	319	325	37	259	259
Grp Sat Flow(s),veh/h/ln	1619	1710	1757	1619	1710	1731	1619	1710	1731	1619	1710	1686
Q Serve(g_s), s	3.9	9.2	9.2	1.5	8.5	8.6	2.4	9.6	9.6	1.3	7.6	7.8
Cycle Q Clear(g_c), s	3.9	9.2	9.2	1.5	8.5	8.6	2.4	9.6	9.6	1.3	7.6	7.8
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.22	1.00		0.37
Lane Grp Cap(c), veh/h	141	497	511	70	423	428	95	461	467	63	427	421
V/C Ratio(X)	0.80	0.64	0.64	0.61	0.67	0.67	0.74	0.69	0.70	0.59	0.61	0.62
Avail Cap(c_a), veh/h	494	1187	1220	267	947	959	352	1235	1250	267	1145	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	17.6	17.6	26.8	19.4	19.4	26.4	18.7	18.7	27.0	18.9	19.0
Incr Delay (d2), s/veh	3.9	1.4	1.3	3.2	1.8	1.8	4.1	1.9	1.9	3.2	1.4	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	3.3	0.6	3.1	3.2	0.9	3.4	3.4	0.5	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	19.0	18.9	30.0	21.2	21.2	30.5	20.6	20.6	30.2	20.3	20.4
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		753			613			714			555	
Approach Delay, s/veh		20.5			21.8			21.6			21.0	
Approach LOS		C			C			C			C	

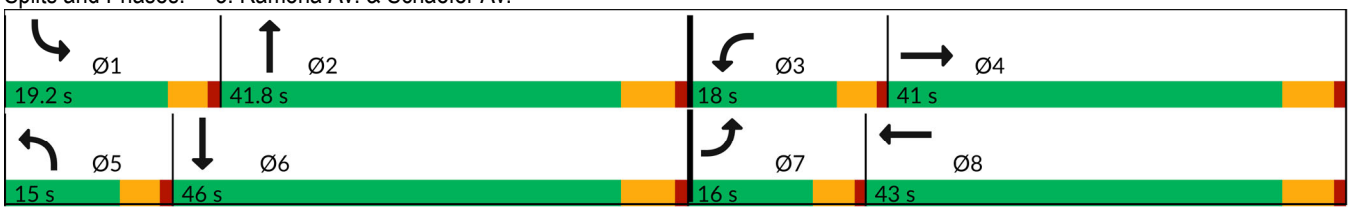
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	21.2	7.1	22.0	8.0	20.0	9.6	19.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.3	11.6	3.5	11.2	4.4	9.8	5.9	10.6
Green Ext Time (p_c), s	0.0	3.8	0.0	3.9	0.0	2.9	0.1	3.2

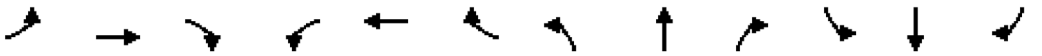
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.2
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	77	646	111	696	61	491	109	345
Future Volume (vph)	77	646	111	696	61	491	109	345
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	8.9	26.7	10.9	31.6	8.1	24.3	11.0	30.1
Actuated g/C Ratio	0.09	0.28	0.11	0.33	0.09	0.26	0.12	0.32
v/c Ratio	0.53	0.76	0.63	0.72	0.46	0.73	0.61	0.43
Control Delay (s/veh)	59.8	38.0	60.8	34.2	58.4	37.5	58.9	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.8	38.0	60.8	34.2	58.4	37.5	58.9	27.4
LOS	E	D	E	C	E	D	E	C
Approach Delay (s/veh)		40.2		37.6		39.5		33.7
Approach LOS		D		D		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 94.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 38.0	Intersection LOS: D
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	646	51	111	696	78	61	491	113	109	345	93
Future Volume (veh/h)	77	646	51	111	696	78	61	491	113	109	345	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	81	680	39	117	733	62	64	517	97	115	363	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	905	52	146	967	82	83	703	131	144	773	181
Arrive On Green	0.06	0.28	0.28	0.09	0.30	0.30	0.05	0.24	0.24	0.09	0.28	0.28
Sat Flow, veh/h	1619	3284	188	1619	3188	270	1619	2876	537	1619	2743	642
Grp Volume(v), veh/h	81	354	365	117	393	402	64	306	308	115	225	224
Grp Sat Flow(s),veh/h/ln	1619	1710	1762	1619	1710	1747	1619	1710	1703	1619	1710	1674
Q Serve(g_s), s	3.4	13.1	13.1	4.9	14.4	14.4	2.7	11.4	11.5	4.8	7.5	7.7
Cycle Q Clear(g_c), s	3.4	13.1	13.1	4.9	14.4	14.4	2.7	11.4	11.5	4.8	7.5	7.7
Prop In Lane	1.00		0.11	1.00		0.15	1.00		0.32	1.00		0.38
Lane Grp Cap(c), veh/h	101	471	486	146	519	530	83	418	416	144	482	472
V/C Ratio(X)	0.80	0.75	0.75	0.80	0.76	0.76	0.77	0.73	0.74	0.80	0.47	0.48
Avail Cap(c_a), veh/h	267	872	899	314	921	941	244	892	888	342	996	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	22.8	22.9	30.8	21.8	21.8	32.4	24.0	24.0	30.9	20.5	20.6
Incr Delay (d2), s/veh	5.6	2.4	2.4	3.8	2.3	2.3	5.6	2.5	2.6	3.9	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.9	5.1	1.9	5.3	5.4	1.1	4.4	4.4	1.9	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	25.3	25.2	34.7	24.0	24.0	38.0	26.5	26.6	34.7	21.2	21.3
LnGrp LOS	D	C	C	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		800			912			678			564	
Approach Delay, s/veh		26.5			25.4			27.6			24.0	
Approach LOS		C			C			C			C	

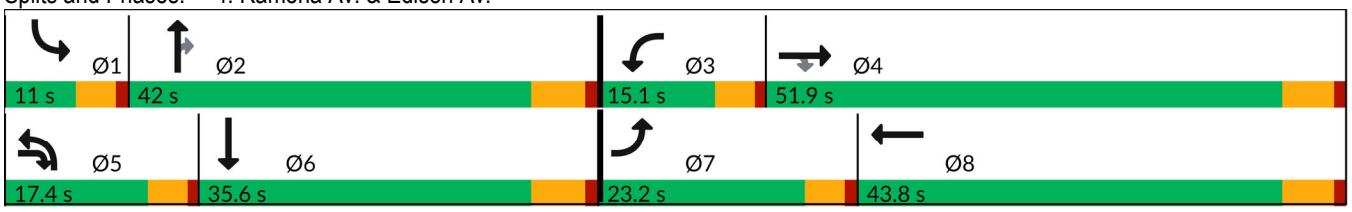
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	22.7	10.8	24.8	8.1	25.3	8.9	26.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	6.8	13.5	6.9	15.1	4.7	9.7	5.4	16.4
Green Ext Time (p_c), s	0.1	3.4	0.1	3.9	0.0	2.5	0.0	4.5

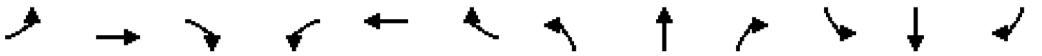
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.9
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	139	895	111	67	779	83	411	50	26	404
Future Volume (vph)	139	895	111	67	779	83	411	50	26	404
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.8	40.0	51.1	8.5	31.9	9.8	31.6	31.6	6.0	22.7
Actuated g/C Ratio	0.14	0.40	0.51	0.09	0.32	0.10	0.32	0.32	0.06	0.23
v/c Ratio	0.69	0.72	0.08	0.54	0.82	0.58	0.42	0.09	0.29	0.74
Control Delay (s/veh)	60.9	31.0	2.5	64.4	40.0	62.8	30.9	0.3	60.2	42.0
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)	60.9	31.0	2.5	64.4	40.0	62.8	30.9	0.3	60.2	42.0
LOS	E	C	A	E	D	E	C	A	E	D
Approach Delay (s/veh)		31.9			41.9		32.9			42.9
Approach LOS		C			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 36.9	Intersection LOS: D
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	895	111	67	779	28	83	411	50	26	404	113
Future Volume (veh/h)	139	895	111	67	779	28	83	411	50	26	404	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	154	994	91	74	866	28	92	457	34	29	449	102
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	188	1311	1219	92	1096	35	115	877	391	49	596	134
Arrive On Green	0.12	0.38	0.38	0.06	0.32	0.32	0.07	0.26	0.26	0.03	0.22	0.22
Sat Flow, veh/h	1619	3420	2681	1619	3381	109	1619	3420	1525	1619	2764	623
Grp Volume(v), veh/h	154	994	91	74	438	456	92	457	34	29	276	275
Grp Sat Flow(s),veh/h/ln	1619	1710	1341	1619	1710	1780	1619	1710	1525	1619	1710	1677
Q Serve(g_s), s	7.1	19.2	1.5	3.4	17.7	17.7	4.3	8.7	1.3	1.3	11.5	11.7
Cycle Q Clear(g_c), s	7.1	19.2	1.5	3.4	17.7	17.7	4.3	8.7	1.3	1.3	11.5	11.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	188	1311	1219	92	554	577	115	877	391	49	368	361
V/C Ratio(X)	0.82	0.76	0.07	0.81	0.79	0.79	0.80	0.52	0.09	0.59	0.75	0.76
Avail Cap(c_a), veh/h	396	2072	1815	223	854	889	272	1627	726	136	670	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	20.4	11.7	35.5	23.4	23.4	34.8	24.3	21.5	36.4	27.9	28.0
Incr Delay (d2), s/veh	3.3	0.9	0.0	6.1	2.8	2.7	4.8	0.5	0.1	4.3	3.1	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.8	0.4	1.4	6.8	7.0	1.7	3.3	0.4	0.6	4.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	21.3	11.7	41.5	26.2	26.1	39.6	24.8	21.6	40.7	31.0	31.3
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1239			968			583			580	
Approach Delay, s/veh		22.5			27.3			26.9			31.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	25.3	8.9	35.0	10.0	22.2	13.4	30.5
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.3	10.7	5.4	21.2	6.3	13.7	9.1	19.7
Green Ext Time (p_c), s	0.0	2.9	0.0	7.4	0.0	2.7	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	892	862	5	9	9
Future Vol, veh/h	3	892	862	5	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	970	937	5	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	942	0	-	0	1431	471
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	736	-	-	-	128	545
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	127	545
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	736	-	-	-	343
HCM Lane V/C Ratio	0.004	-	-	-	0.057
HCM Control Delay (s/veh)	9.9	-	-	-	16.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	901	865	1	5	3
Future Vol, veh/h	1	901	865	1	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	979	940	1	5	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	941	0	-	0	1433	471
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	492	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	737	-	-	-	127	545
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	737	-	-	-	127	545
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	586	-

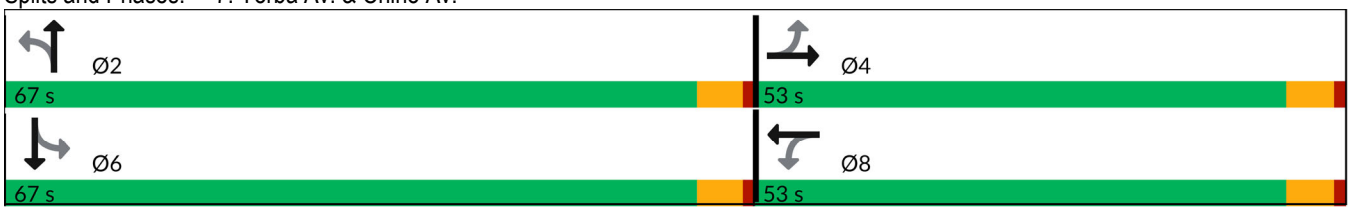
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.8
HCM LOS			C

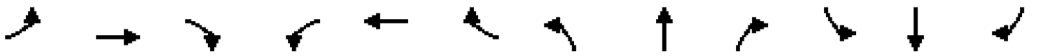
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	737	-	-	-	315
HCM Lane V/C Ratio	0.001	-	-	-	0.028
HCM Control Delay (s/veh)	9.9	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	578	13	415	129	223	17	89
Future Volume (vph)	98	578	13	415	129	223	17	89
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.7	18.7	18.7	18.7		22.7		22.7
Actuated g/C Ratio	0.35	0.35	0.35	0.35		0.43		0.43
v/c Ratio	0.38	0.55	0.06	0.41		0.68		0.26
Control Delay (s/veh)	19.3	16.3	14.6	14.6		18.9		9.2
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	19.3	16.3	14.6	14.6		18.9		9.2
LOS	B	B	B	B		B		A
Approach Delay (s/veh)		16.8		14.6		19.0		9.3
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 52.7	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	578	36	13	415	39	129	223	49	17	89	69
Future Volume (veh/h)	98	578	36	13	415	39	129	223	49	17	89	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	107	628	26	14	451	38	140	242	42	18	97	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	420	1263	52	355	1204	101	271	365	57	129	424	149
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	870	3343	138	746	3188	267	421	1018	158	78	1184	417
Grp Volume(v), veh/h	107	321	333	14	241	248	424	0	0	153	0	0
Grp Sat Flow(s),veh/h/ln	870	1710	1771	746	1710	1745	1597	0	0	1679	0	0
Q Serve(g_s), s	4.0	5.7	5.7	0.6	4.1	4.1	6.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	5.7	5.7	6.3	4.1	4.1	9.1	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.15	0.33		0.10	0.12		0.25
Lane Grp Cap(c), veh/h	420	646	669	355	646	659	693	0	0	703	0	0
V/C Ratio(X)	0.25	0.50	0.50	0.04	0.37	0.38	0.61	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1133	2046	2120	967	2046	2088	2560	0	0	2626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	9.5	9.5	11.9	9.0	9.0	11.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.4	0.4	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.6	0.1	1.1	1.1	2.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	10.1	10.1	11.9	9.3	9.3	11.9	0.0	0.0	9.1	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B			A		
Approach Vol, veh/h		761			503			424			153	
Approach Delay, s/veh		10.4			9.4			11.9			9.1	
Approach LOS		B			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.3		20.4		19.3		20.4				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		11.1		10.1		4.5		8.3				
Green Ext Time (p_c), s		3.0		4.9		1.0		3.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	6	318	268	1
Future Vol, veh/h	3	10	6	318	268	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	11	7	346	291	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	292	292	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	436	752	1281	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	433	752	1281	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1281	-	643	-	-
HCM Lane V/C Ratio	0.005	-	0.022	-	-
HCM Control Delay (s/veh)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	8	6	0	9	2	265	1	2	285	1
Future Vol, veh/h	5	0	8	6	0	9	2	265	1	2	285	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	10	8	0	12	3	344	1	3	370	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	734	728	371	733	728	345	371	0	0	345	0	0
Stage 1	377	377	-	351	351	-	-	-	-	-	-	-
Stage 2	357	351	-	382	377	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	338	353	679	339	353	702	1199	-	-	1225	-	-
Stage 1	649	619	-	670	636	-	-	-	-	-	-	-
Stage 2	665	636	-	645	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	331	351	679	332	351	702	1199	-	-	1225	-	-
Mov Cap-2 Maneuver	331	351	-	332	351	-	-	-	-	-	-	-
Stage 1	647	617	-	668	634	-	-	-	-	-	-	-
Stage 2	652	634	-	633	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.7	12.7	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	483	486	1225	-	-
HCM Lane V/C Ratio	0.002	-	-	0.035	0.04	0.002	-	-
HCM Control Delay (s/veh)	8	0	-	12.7	12.7	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	2	267	299	1
Future Vol, veh/h	3	8	2	267	299	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	9	2	290	325	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	620	326	326	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	455	720	1245	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	454	720	1245	-	-	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	761	-	-	-	-	-

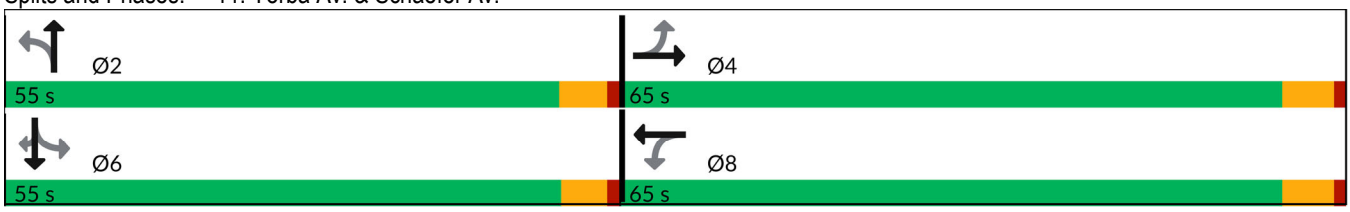
Approach	EB	NB	SB
HCM Control Delay, s/v	10.9	0.1	0
HCM LOS	B		

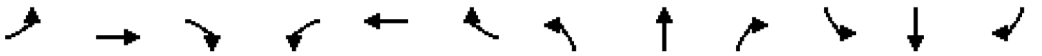
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	621	-	-
HCM Lane V/C Ratio	0.002	-	0.019	-	-
HCM Control Delay (s/veh)	7.9	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	46	832	27	726	49	154	60	159	92
Future Volume (vph)	46	832	27	726	49	154	60	159	92
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	65.0	65.0	65.0	65.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	54.2%	54.2%	54.2%	54.2%	45.8%	45.8%	45.8%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.3	22.3	22.3	22.3		16.4		16.7	16.7
Actuated g/C Ratio	0.44	0.44	0.44	0.44		0.32		0.33	0.33
v/c Ratio	0.23	0.62	0.15	0.56		0.58		0.46	0.17
Control Delay (s/veh)	13.0	13.2	12.1	12.3		19.5		18.0	4.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	13.0	13.2	12.1	12.3		19.5		18.0	4.5
LOS	B	B	B	B		B		B	A
Approach Delay (s/veh)		13.2		12.3		19.6		14.0	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 50.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 13.8	Intersection LOS: B
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	832	26	27	726	46	49	154	77	60	159	92
Future Volume (veh/h)	46	832	26	27	726	46	49	154	77	60	159	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	50	904	27	29	789	40	53	167	49	65	173	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	363	1546	46	330	1510	77	154	274	71	198	365	394
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	635	3388	101	577	3308	168	175	1050	273	317	1394	1506
Grp Volume(v), veh/h	50	456	475	29	408	421	269	0	0	238	0	87
Grp Sat Flow(s),veh/h/ln	635	1710	1779	577	1710	1766	1498	0	0	1711	0	1506
Q Serve(g_s), s	2.4	7.9	7.9	1.6	6.8	6.8	2.1	0.0	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s	9.2	7.9	7.9	9.4	6.8	6.8	6.6	0.0	0.0	4.5	0.0	1.8
Prop In Lane	1.00		0.06	1.00		0.09	0.20		0.18	0.27		1.00
Lane Grp Cap(c), veh/h	363	780	812	330	780	806	500	0	0	563	0	394
V/C Ratio(X)	0.14	0.58	0.58	0.09	0.52	0.52	0.54	0.00	0.00	0.42	0.00	0.22
Avail Cap(c_a), veh/h	1020	2551	2654	928	2551	2634	2050	0	0	2132	0	1893
HCM Platoon Ratio	1.00	1.00	1.00	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	11.0	8.0	8.0	11.5	7.7	7.7	13.1	0.0	0.0	12.5	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.1	0.5	0.5	0.9	0.0	0.0	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.7	1.7	0.2	1.4	1.5	1.7	0.0	0.0	1.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	8.7	8.7	11.6	8.2	8.2	14.0	0.0	0.0	13.0	0.0	11.8
LnGrp LOS	B	A	A	B	A	A	B			B		B
Approach Vol, veh/h		981			858			269			325	
Approach Delay, s/veh		8.8			8.4			14.0			12.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.8		23.9		15.8		23.9				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		49.6		59.2		* 50		59.2				
Max Q Clear Time (g_c+I1), s		8.6		11.2		6.5		11.4				
Green Ext Time (p_c), s		1.7		6.9		1.8		5.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.7									
HCM 6th LOS			A									

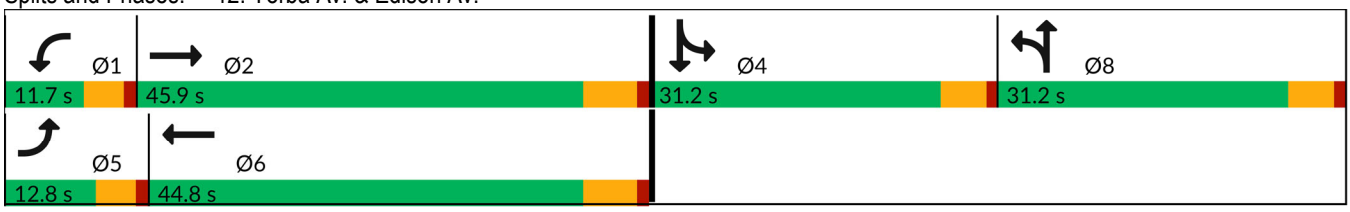
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	76	856	37	660	94	82
Future Volume (vph)	76	856	37	660	94	82
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.8	45.9	11.7	44.8	31.2	31.2
Total Split (%)	10.7%	38.3%	9.8%	37.3%	26.0%	26.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.2	38.6	7.3	34.4	20.0	20.8
Actuated g/C Ratio	0.08	0.37	0.07	0.33	0.19	0.20
v/c Ratio	0.69	0.84	0.37	0.74	0.77	0.80
Control Delay (s/veh)	79.0	40.0	62.2	36.9	55.4	54.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.0	40.0	62.2	36.9	55.4	54.6
LOS	E	D	E	D	E	D
Approach Delay (s/veh)		43.2		38.2	55.4	54.6
Approach LOS		D		D	E	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 104.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 44.0	Intersection LOS: D
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	856	23	37	660	32	60	94	63	42	82	115
Future Volume (veh/h)	76	856	23	37	660	32	60	94	63	42	82	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	92	1031	24	45	795	37	72	113	53	51	99	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1243	29	93	1146	53	87	137	64	63	121	98
Arrive On Green	0.07	0.36	0.36	0.05	0.34	0.34	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1714	3416	80	1714	3327	155	516	810	380	371	721	583
Grp Volume(v), veh/h	92	516	539	45	409	423	238	0	0	230	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1786	1714	1710	1772	1706	0	0	1675	0	0
Q Serve(g_s), s	4.4	23.2	23.2	2.1	17.3	17.4	11.4	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	4.4	23.2	23.2	2.1	17.3	17.4	11.4	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.09	0.30		0.22	0.22		0.35
Lane Grp Cap(c), veh/h	126	622	650	93	589	610	289	0	0	282	0	0
V/C Ratio(X)	0.73	0.83	0.83	0.49	0.69	0.69	0.82	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	167	813	849	144	791	820	528	0	0	519	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.2	24.4	24.4	38.7	23.8	23.8	33.8	0.0	0.0	33.8	0.0	0.0
Incr Delay (d2), s/veh	6.5	5.6	5.4	1.5	1.7	1.6	5.9	0.0	0.0	5.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.4	9.7	0.9	6.6	6.8	4.9	0.0	0.0	4.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	30.0	29.8	40.2	25.4	25.4	39.7	0.0	0.0	39.5	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D			D		
Approach Vol, veh/h		1147			877			238			230	
Approach Delay, s/veh		31.1			26.2			39.7			39.5	
Approach LOS		C			C			D			D	

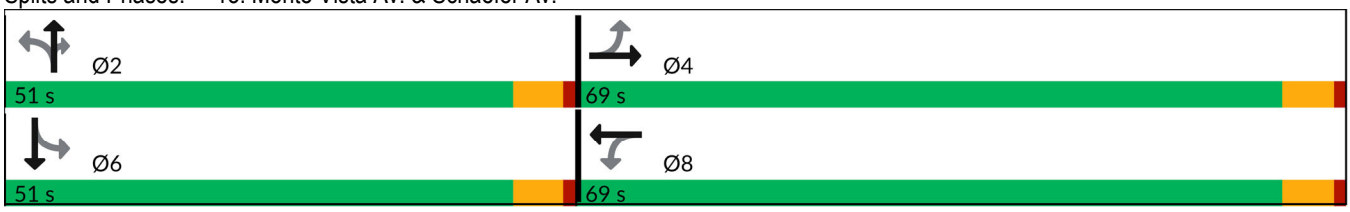
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	36.5		19.3	10.8	34.8		19.4				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.1	40.1		26.1	8.2	39.0		26.1				
Max Q Clear Time (g_c+I1), s	4.1	25.2		13.2	6.4	19.4		13.4				
Green Ext Time (p_c), s	0.0	5.5		1.0	0.0	4.6		1.0				

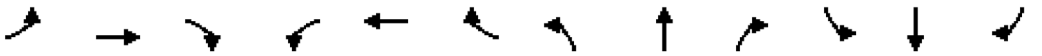
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		31.0	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	894	58	709	38	275	145	72	187
Future Volume (vph)	56	894	58	709	38	275	145	72	187
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.2	23.2	23.2	23.2	15.6	15.6	15.6	15.6	15.6
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.24	0.62	0.34	0.50	0.12	0.52	0.28	0.27	0.24
Control Delay (s/veh)	12.4	12.8	16.4	11.3	15.2	19.3	8.0	17.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.4	12.8	16.4	11.3	15.2	19.3	8.0	17.6	12.7
LOS	B	B	B	B	B	B	A	B	B
Approach Delay (s/veh)		12.8		11.7		15.5			13.9
Approach LOS		B		B		B			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): 13.1	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	894	20	58	709	29	38	275	145	72	187	49
Future Volume (veh/h)	56	894	20	58	709	29	38	275	145	72	187	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	60	951	19	62	754	21	40	293	109	77	199	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	365	1597	32	300	1582	44	419	526	446	301	857	144
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	667	3428	68	556	3396	95	1101	1800	1525	943	2929	492
Grp Volume(v), veh/h	60	474	496	62	380	395	40	293	109	77	115	118
Grp Sat Flow(s),veh/h/ln	667	1710	1787	556	1710	1780	1101	1800	1525	943	1710	1711
Q Serve(g_s), s	3.1	9.5	9.5	4.3	7.1	7.1	1.3	6.4	2.5	3.5	2.4	2.4
Cycle Q Clear(g_c), s	10.2	9.5	9.5	13.8	7.1	7.1	3.8	6.4	2.5	9.9	2.4	2.4
Prop In Lane	1.00		0.04	1.00		0.05	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	365	797	832	300	797	830	419	526	446	301	500	500
V/C Ratio(X)	0.16	0.60	0.60	0.21	0.48	0.48	0.10	0.56	0.24	0.26	0.23	0.24
Avail Cap(c_a), veh/h	964	2332	2436	799	2332	2428	1181	1771	1501	953	1682	1684
HCM Platoon Ratio	1.00	1.00	1.00	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	12.0	9.1	9.1	14.2	8.5	8.5	13.9	13.9	12.5	18.0	12.4	12.5
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.3	0.4	0.4	0.1	0.9	0.3	0.4	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.3	2.4	0.4	1.7	1.8	0.3	2.1	0.7	0.7	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	9.9	9.8	14.6	8.9	8.9	14.0	14.8	12.8	18.5	12.7	12.7
LnGrp LOS	B	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		1030			837			442			310	
Approach Delay, s/veh		10.0			9.3			14.2			14.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		27.4		19.0		27.4				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		8.4		12.2		11.9		15.8				
Green Ext Time (p_c), s		2.2		7.4		1.7		5.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.0									
HCM 6th LOS			B									

APPENDIX 6.3: OPENING YEAR CUMULATIVE (2026) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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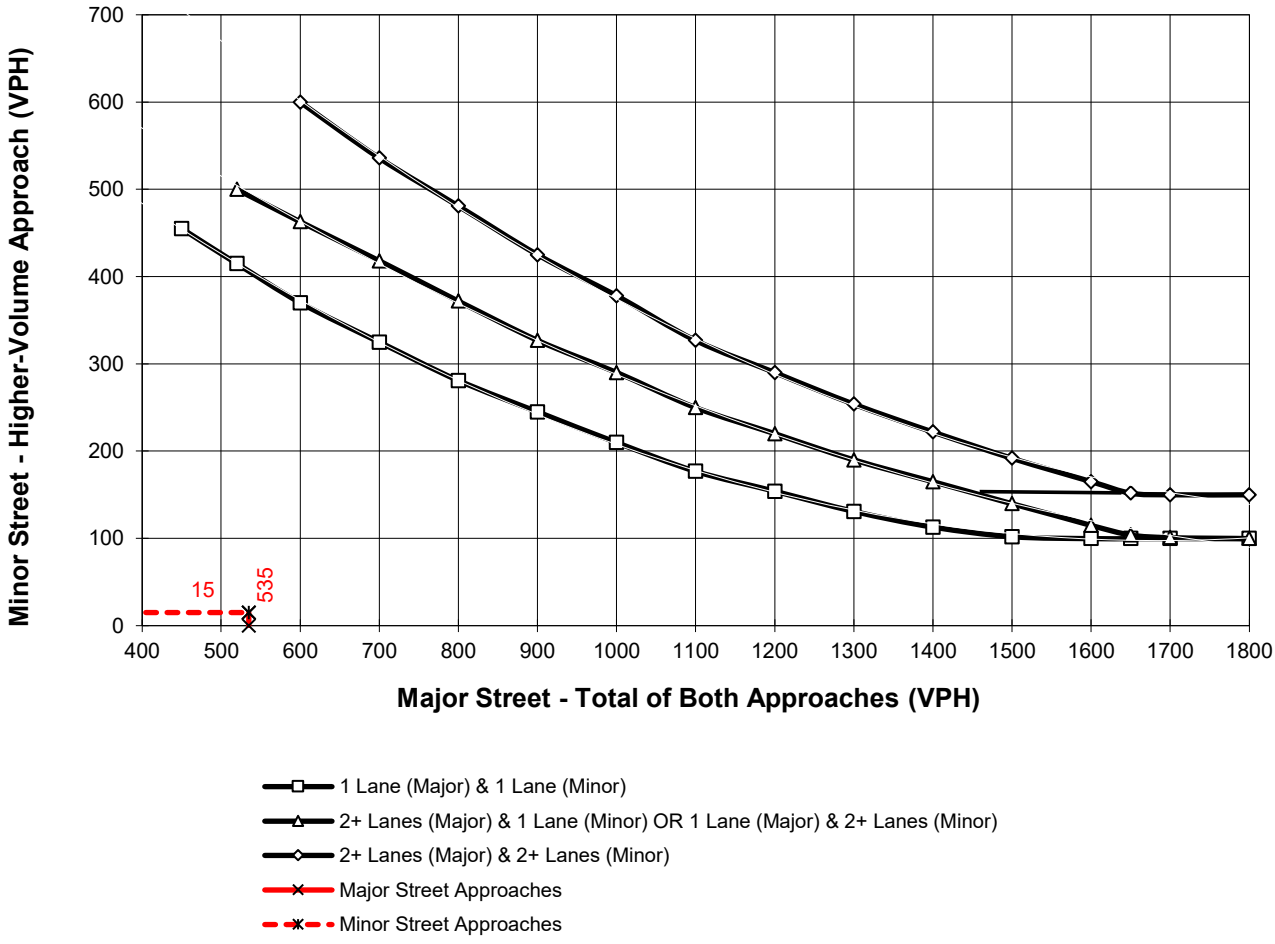
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2026) Without Project Conditions - Weekday PM Peak Hou**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **535**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **15**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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

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APPENDIX 6.4: OPENING YEAR CUMULATIVE (2026) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		OYC (2026) WP
				CALC CS	DATE	05/31/24
Jurisdiction: City of Chino				CHK CS	DATE	05/31/24
Major Street: Schaefer Av.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 1				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **19,356** vpd Minor Street Future ADT = **98** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **19,356**	*1* **98**	9,600 *	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **19,356**	*1* **98**	14,400 *	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 4% **B** 8%	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.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	OYC (2026) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: Schaefer Av.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **19,379** vpd Minor Street Future ADT = **35** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
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)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **19,379**	*1* **35**	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)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **19,379**	*1* **35**	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					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	A: 1% B: 3%	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.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		OYC (2026) WP
				CALC CS	DATE	05/31/24
Jurisdiction: City of Chino				CHK CS	DATE	05/31/24
Major Street: Yorba Av.				Critical Approach Speed (Major)		25 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **297** vpd Minor Street Future ADT = **75** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **297** / *1* **75**	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				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **297** / *1* **75**	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				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 3% **B** 2%				

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.

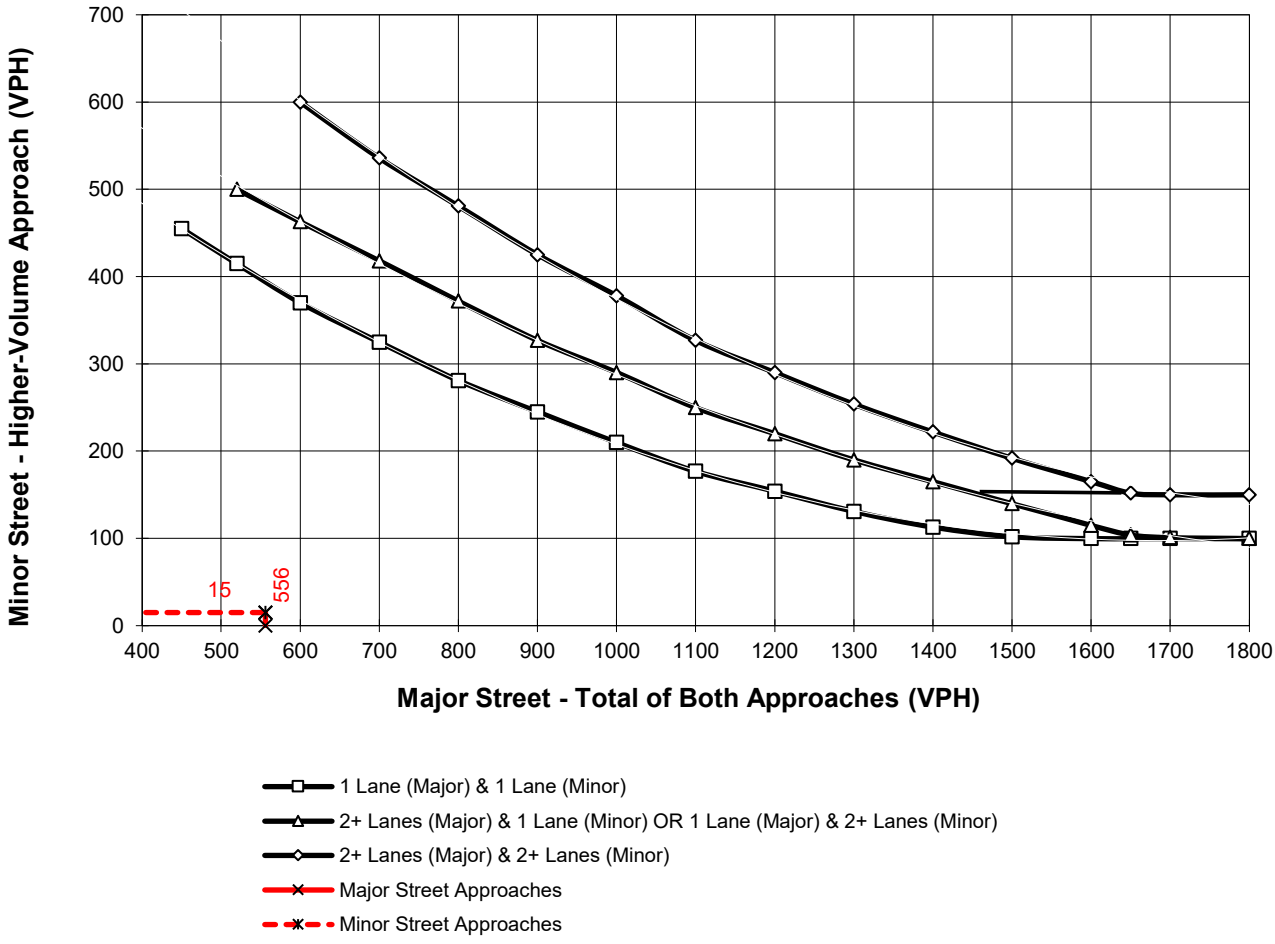
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2026) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **556**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **15**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	OYC (2026) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: Yorba Av.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,751** vpd Minor Street Future ADT = **47** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …… [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied: XX / Not Satisfied: XX	*1*	*1*	8,000	5,600	2,400	1,680
	2 + **5,751**	*1* **47**	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						
Satisfied / Not Satisfied: XX	*1*	*1*	12,000	8,400	1,200	850
	2 + **5,751**	*1* **47**	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						
Satisfied / Not Satisfied: XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	A: 2%	B: 4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 7.1: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	8	19	13	19	42	67	30	667	54	44	822	15	1,800

2: Ramona Av. & Chino Av.

	PHF:	0.793			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	45	391	95	87	567	149	136	647	88	83	477	42	2,807

3: Ramona Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	41	378	108	89	431	167	81	546	73	110	668	103	2,795

4: Ramona Av. & Edison Av.

	PHF:	0.934			7:30				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	59	462	92	46	417	75	105	689	60	99	792	46	2,942

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	0	0	0	0	0	0	748	0	0	940	0	1,688

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	0	0	0	0	0	0	748	0	0	940	0	1,688

7: Yorba Av. & Chino Av.

	PHF:	0.835			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	28	58	9	38	136	118	100	512	132	33	392	34	1,590

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	284	0	0	236	0	0	0	0	0	0	0	520

9: Yorba Av. & Driveway 4

	PHF:	0.945			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	301	3	2	192	0	0	0	0	0	0	2	500

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	304	0	0	192	0	0	0	0	0	0	0	496

11: Yorba Av. & Schaefer Av.

	PHF:	0.950			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	13	137	19	32	114	40	108	553	49	62	887	60	2,074

12: Yorba Av. & Edison Av.

	PHF:	0.899			7:45				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	22	56	25	55	71	48	92	740	89	76	850	44	2,168

13: Monte Vista Av. & Schaefer Av.

	PHF:	0.919			7:45 AM				Count Date:	4/4/2023			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	18	176	65	46	179	60	43	510	65	113	931	46	2,252

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.899			4:45 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	23	44	41	21	19	22	49	811	12	3	857	18	1,920

2: Ramona Av. & Chino Av.

	PHF:	0.978			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	76	611	80	36	452	127	121	663	48	44	512	64	2,834

3: Ramona Av. & Schaefer Av.

	PHF:	0.949			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	67	540	124	118	380	113	104	665	57	117	736	94	3,115

4: Ramona Av. & Edison Av.

	PHF:	0.902			16:30				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	98	451	111	29	439	124	153	1,124	122	115	879	30	3,675

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	0	0	0	0	0	0	979	0	0	938	0	1,917

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	0	0	0	0	0	0	979	0	0	938	0	1,917

7: Yorba Av. & Chino Av.

	PHF:	0.915			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	136	242	50	19	97	76	100	648	39	13	452	43	1,915

8: Yorba Av. & Driveway 3

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	341	0	0	292	0	0	0	0	0	0	0	633

9: Yorba Av. & Driveway 4

	PHF:	0.765			16:15				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	283	1	2	303	0	0	0	0	6	0	10	605

10: Yorba Av. & Driveway 5

	PHF:								Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	0	284	0	0	309	0	0	0	0	0	0	0	593

11: Yorba Av. & Schaefer Av.

	PHF:	0.915			4:30 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	49	163	85	62	160	93	49	911	18	28	767	49	2,434

12: Yorba Av. & Edison Av.

	PHF:	0.834			4:15 PM				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	67	99	75	40	82	115	78	1,171	25	46	883	38	2,719

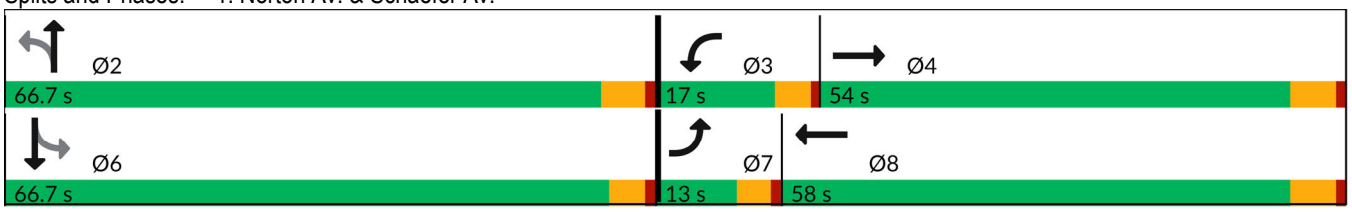
13: Monte Vista Av. & Schaefer Av.

	PHF:	0.935			16:30				Count Date:		4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 NP (PCE):	42	303	164	79	206	54	62	977	27	97	753	32	2,796

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	676	44	824	8	19	19	42
Future Volume (vph)	30	676	44	824	8	19	19	42
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	23.4	8.2	26.5		14.1		15.1
Actuated g/C Ratio	0.13	0.40	0.14	0.45		0.24		0.26
v/c Ratio	0.15	0.57	0.20	0.58		0.10		0.30
Control Delay (s/veh)	38.8	19.0	36.7	17.1		15.2		14.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	38.8	19.0	36.7	17.1		15.2		14.8
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		19.8		18.1		15.2		14.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 59	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 18.5	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	676	54	44	824	15	8	19	13	19	42	67
Future Volume (veh/h)	30	676	54	44	824	15	8	19	13	19	42	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	760	54	49	926	16	9	21	12	21	47	37
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1402	100	92	1540	27	146	106	53	146	88	63
Arrive On Green	0.04	0.41	0.41	0.05	0.42	0.42	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1714	3413	242	1714	3629	63	259	1006	506	267	836	600
Grp Volume(v), veh/h	34	402	412	49	461	481	42	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1850	1714	1805	1887	1771	0	0	1704	0	0
Q Serve(g_s), s	0.7	6.2	6.2	1.0	7.2	7.2	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.2	6.2	1.0	7.2	7.2	0.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.21		0.29	0.20		0.35
Lane Grp Cap(c), veh/h	68	742	760	92	766	801	306	0	0	298	0	0
V/C Ratio(X)	0.50	0.54	0.54	0.53	0.60	0.60	0.14	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	392	2367	2426	578	2564	2680	2942	0	0	2963	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	8.2	8.2	16.9	8.2	8.2	15.0	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.6	0.6	1.8	0.8	0.7	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	1.4	0.4	1.6	1.6	0.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	8.8	8.8	18.7	8.9	8.9	15.2	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		848			991			42			105	
Approach Delay, s/veh		9.2			9.4			15.2			16.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.3	6.6	20.9	9.3	6.1	21.4
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	61.3	12.4	48.2	* 62	8.4	52.2
Max Q Clear Time (g_c+I1), s	2.8	3.0	8.2	4.1	2.7	9.2
Green Ext Time (p_c), s	0.2	0.0	5.2	0.7	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.8
HCM 6th LOS	A

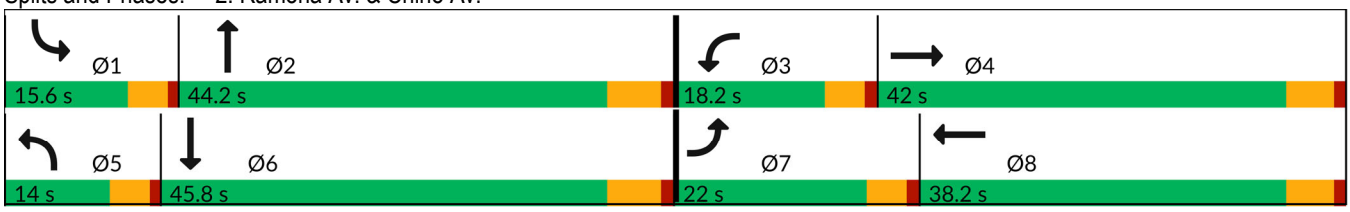
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	136	653	83	478	45	392	87	573
Future Volume (vph)	136	653	83	478	45	392	87	573
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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	34.4	10.5	27.3	7.7	29.2	9.9	34.5
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.08	0.29	0.10	0.34
v/c Ratio	0.72	0.78	0.60	0.68	0.44	0.60	0.66	0.76
Control Delay (s/veh)	64.0	38.4	63.3	38.6	62.5	33.4	69.6	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.0	38.4	63.3	38.6	62.5	33.4	69.6	36.1
LOS	E	D	E	D	E	C	E	D
Approach Delay (s/veh)		42.5		42.1		35.9		39.7
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 40.4	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	653	88	83	478	42	45	392	95	87	573	149
Future Volume (veh/h)	136	653	88	83	478	42	45	392	95	87	573	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	172	827	98	105	605	45	57	496	88	110	725	137
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1038	123	133	938	70	77	825	146	138	925	175
Arrive On Green	0.12	0.32	0.32	0.08	0.28	0.28	0.04	0.27	0.27	0.08	0.31	0.31
Sat Flow, veh/h	1714	3244	384	1714	3401	253	1714	3064	541	1714	3030	572
Grp Volume(v), veh/h	172	460	465	105	321	329	57	291	293	110	432	430
Grp Sat Flow(s),veh/h/ln	1714	1805	1824	1714	1805	1848	1714	1805	1800	1714	1805	1797
Q Serve(g_s), s	7.9	18.8	18.8	4.9	12.6	12.7	2.7	11.4	11.5	5.1	17.7	17.7
Cycle Q Clear(g_c), s	7.9	18.8	18.8	4.9	12.6	12.7	2.7	11.4	11.5	5.1	17.7	17.7
Prop In Lane	1.00		0.21	1.00		0.14	1.00		0.30	1.00		0.32
Lane Grp Cap(c), veh/h	209	578	584	133	498	510	77	486	485	138	551	549
V/C Ratio(X)	0.82	0.80	0.80	0.79	0.64	0.65	0.74	0.60	0.60	0.79	0.78	0.78
Avail Cap(c_a), veh/h	369	818	826	289	733	750	199	858	856	233	894	890
HCM Platoon Ratio	1.00	1.00	1.00	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	34.6	25.1	25.1	36.6	25.8	25.8	38.1	25.7	25.8	36.5	25.6	25.6
Incr Delay (d2), s/veh	3.1	3.7	3.7	3.9	1.4	1.4	5.3	1.2	1.2	3.9	2.5	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.0	8.0	2.1	5.2	5.4	1.2	4.6	4.7	2.2	7.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	28.8	28.7	40.5	27.2	27.2	43.4	26.9	27.0	40.3	28.1	28.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1097			755			641			972	
Approach Delay, s/veh		30.2			29.0			28.4			29.5	
Approach LOS		C			C			C			C	

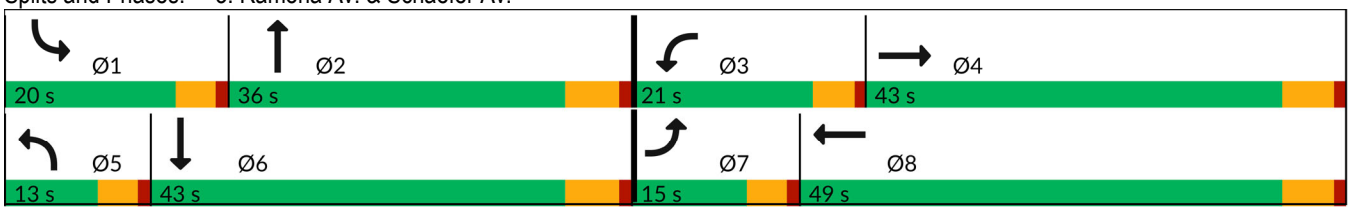
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	27.5	10.9	31.3	8.2	30.5	14.4	27.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	7.1	13.5	6.9	20.8	4.7	19.7	9.9	14.7
Green Ext Time (p_c), s	0.0	3.3	0.1	5.1	0.0	5.0	0.1	3.5

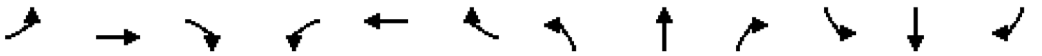
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	555	111	670	41	378	95	431
Future Volume (vph)	81	555	111	670	41	378	95	431
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	9.0	26.6	11.4	32.7	7.1	20.7	10.5	26.1
Actuated g/C Ratio	0.10	0.30	0.13	0.37	0.08	0.23	0.12	0.30
v/c Ratio	0.52	0.65	0.56	0.66	0.33	0.66	0.52	0.63
Control Delay (s/veh)	56.3	31.3	52.6	28.7	53.2	35.5	52.6	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.3	31.3	52.6	28.7	53.2	35.5	52.6	30.0
LOS	E	C	D	C	D	D	D	C
Approach Delay (s/veh)		34.2		31.7		36.9		33.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 33.7	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	555	73	111	670	104	41	378	114	95	431	167
Future Volume (veh/h)	81	555	73	111	670	104	41	378	114	95	431	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	91	624	58	125	753	105	46	425	100	107	484	175
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	985	91	159	1018	142	74	642	150	136	670	241
Arrive On Green	0.07	0.30	0.30	0.09	0.32	0.32	0.04	0.22	0.22	0.08	0.26	0.26
Sat Flow, veh/h	1714	3335	309	1714	3176	443	1714	2896	675	1714	2592	931
Grp Volume(v), veh/h	91	337	345	125	428	430	46	263	262	107	336	323
Grp Sat Flow(s),veh/h/ln	1714	1805	1839	1714	1805	1813	1714	1805	1766	1714	1805	1717
Q Serve(g_s), s	3.5	10.8	10.9	4.8	14.1	14.2	1.8	8.9	9.1	4.1	11.4	11.5
Cycle Q Clear(g_c), s	3.5	10.8	10.9	4.8	14.1	14.2	1.8	8.9	9.1	4.1	11.4	11.5
Prop In Lane	1.00		0.17	1.00		0.24	1.00		0.38	1.00		0.54
Lane Grp Cap(c), veh/h	116	533	543	159	579	581	74	400	392	136	467	444
V/C Ratio(X)	0.79	0.63	0.63	0.79	0.74	0.74	0.63	0.66	0.67	0.78	0.72	0.73
Avail Cap(c_a), veh/h	266	1003	1021	420	1164	1170	215	814	796	394	1003	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	20.4	20.5	29.7	20.3	20.3	31.5	23.7	23.8	30.3	22.6	22.7
Incr Delay (d2), s/veh	4.4	1.2	1.2	3.3	1.9	1.9	3.2	1.8	2.0	3.7	2.1	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.2	1.9	5.4	5.4	0.7	3.6	3.6	1.7	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	21.7	21.7	33.0	22.1	22.1	34.7	25.6	25.8	34.0	24.7	25.0
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		773			983			571			766	
Approach Delay, s/veh		23.3			23.5			26.4			26.1	
Approach LOS		C			C			C			C	

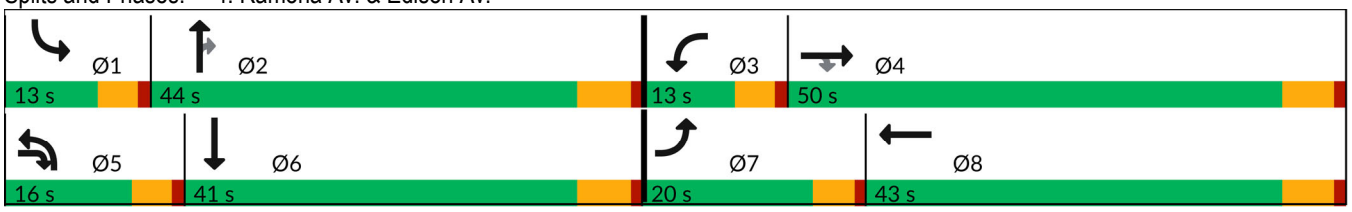
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	20.7	10.8	25.6	7.5	23.1	9.1	27.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	6.1	11.1	6.8	12.9	3.8	13.5	5.5	16.2
Green Ext Time (p_c), s	0.1	2.7	0.1	3.9	0.0	3.8	0.0	5.3

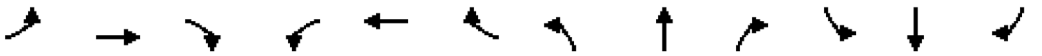
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	105	699	60	100	794	59	468	94	46	418
Future Volume (vph)	105	699	60	100	794	59	468	94	46	418
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	30.1	39.5	9.0	32.2	8.1	22.8	22.8	7.1	19.5
Actuated g/C Ratio	0.12	0.35	0.46	0.10	0.37	0.09	0.27	0.27	0.08	0.23
v/c Ratio	0.54	0.59	0.05	0.60	0.67	0.39	0.52	0.19	0.34	0.65
Control Delay (s/veh)	51.1	25.5	3.0	59.8	29.1	50.6	31.4	2.2	51.7	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.1	25.5	3.0	59.8	29.1	50.6	31.4	2.2	51.7	35.5
LOS	D	C	A	E	C	D	C	A	D	D
Approach Delay (s/veh)		27.1			32.5		28.9			36.9
Approach LOS		C			C		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	699	60	100	794	46	59	468	94	46	418	75
Future Volume (veh/h)	105	699	60	100	794	46	59	468	94	46	418	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1800	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	113	752	65	108	854	49	63	503	101	49	449	79
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1178	1001	136	1118	64	85	961	415	74	797	139
Arrive On Green	0.08	0.33	0.33	0.08	0.32	0.32	0.05	0.27	0.27	0.04	0.26	0.26
Sat Flow, veh/h	1714	3610	2660	1714	3470	199	1714	3610	1559	1714	3065	536
Grp Volume(v), veh/h	113	752	65	108	444	459	63	503	101	49	263	265
Grp Sat Flow(s),veh/h/ln	1714	1805	1330	1714	1805	1864	1714	1805	1559	1714	1805	1795
Q Serve(g_s), s	4.7	13.0	1.1	4.5	16.2	16.2	2.7	8.7	3.7	2.1	9.2	9.4
Cycle Q Clear(g_c), s	4.7	13.0	1.1	4.5	16.2	16.2	2.7	8.7	3.7	2.1	9.2	9.4
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	143	1178	1001	136	582	601	85	961	415	74	469	467
V/C Ratio(X)	0.79	0.64	0.06	0.79	0.76	0.76	0.74	0.52	0.24	0.66	0.56	0.57
Avail Cap(c_a), veh/h	361	2183	1741	197	919	949	267	1887	815	197	869	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	20.9	14.6	33.0	22.3	22.3	34.3	22.9	21.0	34.4	23.4	23.5
Incr Delay (d2), s/veh	3.6	0.6	0.0	7.8	2.1	2.1	4.8	0.4	0.3	3.8	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	0.3	2.0	6.4	6.6	1.1	3.4	1.3	0.9	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	21.5	14.6	40.9	24.4	24.3	39.1	23.3	21.3	38.2	24.5	24.6
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		930			1011			667			577	
Approach Delay, s/veh		22.9			26.1			24.5			25.7	
Approach LOS		C			C			C			C	

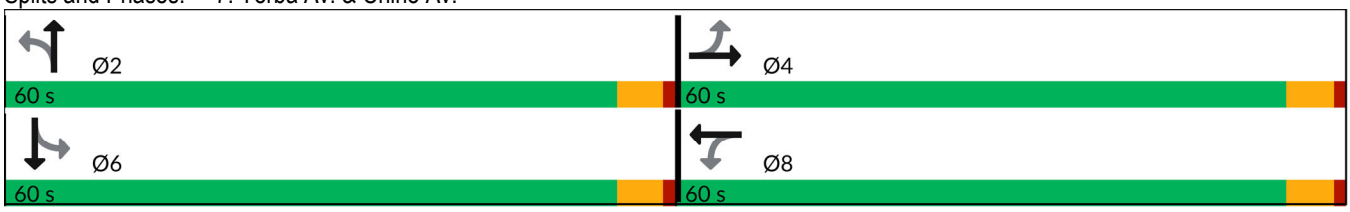
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	25.3	10.4	29.7	8.2	24.8	10.7	29.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	4.1	10.7	6.5	15.0	4.7	11.4	6.7	18.2
Green Ext Time (p_c), s	0.0	3.5	0.0	5.4	0.0	2.9	0.1	5.1

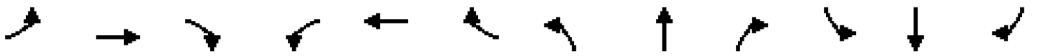
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	512	36	392	29	59	38	139
Future Volume (vph)	100	512	36	392	29	59	38	139
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.2	18.2	18.2	18.2		15.4		15.4
Actuated g/C Ratio	0.41	0.41	0.41	0.41		0.35		0.35
v/c Ratio	0.35	0.54	0.18	0.35		0.21		0.58
Control Delay (s/veh)	13.7	11.5	12.0	10.1		11.8		15.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.7	11.5	12.0	10.1		11.8		15.7
LOS	B	B	B	B		B		B
Approach Delay (s/veh)		11.9		10.3		11.9		15.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	512	138	36	392	34	29	59	10	38	139	118
Future Volume (veh/h)	100	512	138	36	392	34	29	59	10	38	139	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	617	150	43	472	31	35	71	7	46	167	96
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	510	1222	297	397	1465	96	222	362	30	161	285	148
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	908	2865	695	712	3433	225	318	1325	108	156	1043	540
Grp Volume(v), veh/h	120	388	379	43	247	256	113	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	908	1805	1755	712	1805	1853	1751	0	0	1739	0	0
Q Serve(g_s), s	3.5	5.5	5.5	1.6	3.2	3.2	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.8	5.5	5.5	7.2	3.2	3.2	1.6	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.12	0.31		0.06	0.15		0.31
Lane Grp Cap(c), veh/h	510	770	749	397	770	790	614	0	0	594	0	0
V/C Ratio(X)	0.24	0.50	0.51	0.11	0.32	0.32	0.18	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1538	2813	2736	1202	2813	2888	2671	0	0	2803	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	7.3	7.3	10.0	6.7	6.7	9.8	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.2	0.2	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	1.2	0.2	0.7	0.7	0.5	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	7.8	7.9	10.1	6.9	6.9	10.0	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A			B		
Approach Vol, veh/h		887			546			113			309	
Approach Delay, s/veh		8.0			7.2			10.0			11.9	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.7		20.3		14.7		20.3				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.6		8.8		7.4		9.2				
Green Ext Time (p_c), s		0.7		6.1		2.1		3.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	311	3	2	198
Future Vol, veh/h	0	2	311	3	2	198
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	331	3	2	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	548	333	0	0	334	0
Stage 1	333	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	501	713	-	-	1237	-
Stage 1	731	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	713	-	-	1237	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	824	-	-	-	-	-

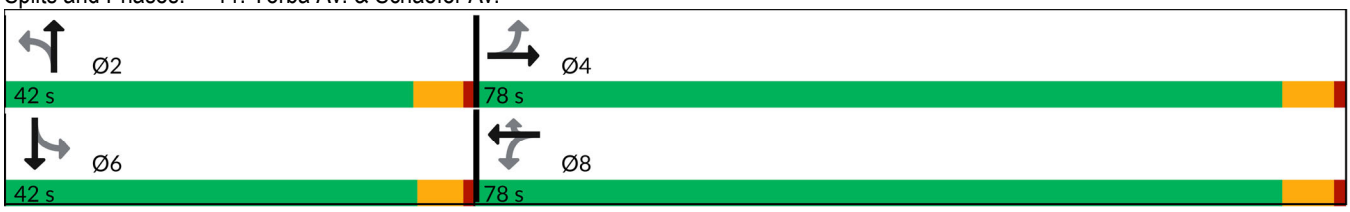
Approach	WB	NB	SB
HCM Control Delay, s/v	10.1	0	0.1
HCM LOS	B		

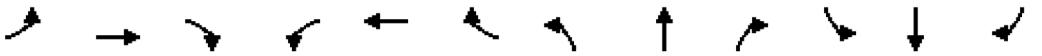
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	713	1237	-
HCM Lane V/C Ratio	-	-	0.003	0.002	-
HCM Control Delay (s/veh)	-	-	10.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	117	554	62	891	64	24	152	33	118
Future Volume (vph)	117	554	62	891	64	24	152	33	118
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	78.0	78.0	78.0	78.0	78.0	42.0	42.0	42.0	42.0
Total Split (%)	65.0%	65.0%	65.0%	65.0%	65.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.7	20.7	20.7	20.7	20.7		12.0		12.4
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.46		0.27		0.28
v/c Ratio	0.56	0.38	0.19	0.56	0.08		0.42		0.42
Control Delay (s/veh)	22.0	8.7	9.5	10.5	3.0		17.2		16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	22.0	8.7	9.5	10.5	3.0		17.2		16.5
LOS	C	A	A	B	A		B		B
Approach Delay (s/veh)		10.9		10.0			17.2		16.6
Approach LOS		B		A			B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	554	52	62	891	64	24	152	19	33	118	42
Future Volume (veh/h)	117	554	52	62	891	64	24	152	19	33	118	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	583	51	65	938	65	25	160	11	35	124	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	1790	156	539	1928	840	130	277	18	148	220	53
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	571	3352	293	806	3610	1573	141	1593	103	216	1267	308
Grp Volume(v), veh/h	123	313	321	65	938	65	196	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	571	1805	1840	806	1805	1573	1837	0	0	1790	0	0
Q Serve(g_s), s	6.6	3.8	3.8	1.9	6.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.9	3.8	3.8	5.7	6.3	0.8	3.7	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.16	1.00		1.00	0.13		0.06	0.18		0.17
Lane Grp Cap(c), veh/h	399	964	983	539	1928	840	425	0	0	422	0	0
V/C Ratio(X)	0.31	0.33	0.33	0.12	0.49	0.08	0.46	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	1169	3399	3464	1626	6797	2962	1816	0	0	1766	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	5.0	5.0	6.6	5.6	4.3	14.6	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.2	0.2	0.1	0.2	0.0	0.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.6	0.2	0.9	0.1	1.3	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	5.2	5.2	6.7	5.8	4.4	15.4	0.0	0.0	15.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		757			1068			196			192	
Approach Delay, s/veh		6.0			5.8			15.4			15.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.1		26.3		12.1		26.3				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		36.6		72.2		* 37		72.2				
Max Q Clear Time (g_c+I1), s		5.7		14.9		5.6		8.3				
Green Ext Time (p_c), s		1.1		5.6		1.1		8.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.5									
HCM 6th LOS			A									

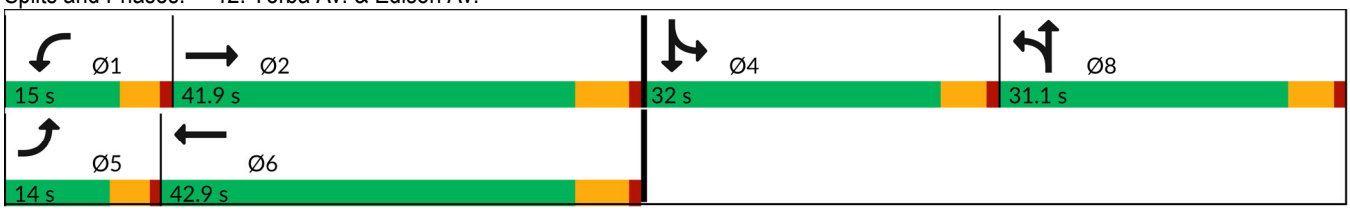
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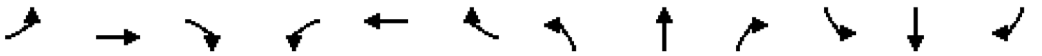
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	103	740	76	850	64	74
Future Volume (vph)	103	740	76	850	64	74
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.3	35.2	8.9	31.8	13.6	15.8
Actuated g/C Ratio	0.10	0.38	0.10	0.35	0.15	0.17
v/c Ratio	0.65	0.67	0.50	0.80	0.44	0.62
Control Delay (s/veh)	62.9	29.0	55.4	34.1	39.5	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.9	29.0	55.4	34.1	39.5	43.2
LOS	E	C	E	C	D	D
Approach Delay (s/veh)		32.8		35.8	39.6	43.3
Approach LOS		C		D	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 35.3	Intersection LOS: D
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	740	89	76	850	50	22	64	25	56	74	51
Future Volume (veh/h)	103	740	89	76	850	50	22	64	25	56	74	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	822	89	84	944	54	24	71	28	62	82	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1178	128	138	1218	70	46	135	53	86	114	49
Arrive On Green	0.09	0.36	0.36	0.08	0.35	0.35	0.13	0.13	0.13	0.14	0.14	0.14
Sat Flow, veh/h	1714	3277	355	1714	3471	199	353	1044	412	623	824	352
Grp Volume(v), veh/h	114	453	458	84	491	507	123	0	0	179	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1827	1714	1805	1864	1808	0	0	1799	0	0
Q Serve(g_s), s	4.6	15.1	15.1	3.3	17.0	17.0	4.5	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	4.6	15.1	15.1	3.3	17.0	17.0	4.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.11	0.20		0.23	0.35		0.20
Lane Grp Cap(c), veh/h	152	649	657	138	633	654	234	0	0	248	0	0
V/C Ratio(X)	0.75	0.70	0.70	0.61	0.78	0.78	0.53	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	229	927	938	254	953	984	669	0	0	688	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.3	19.3	19.3	31.3	20.3	20.3	28.6	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	1.4	1.4	1.6	2.3	2.2	1.8	0.0	0.0	3.9	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	1.9	5.7	5.7	1.3	6.6	6.8	1.9	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	20.6	20.6	32.9	22.6	22.6	30.4	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C			C		
Approach Vol, veh/h		1025			1082			123			179	
Approach Delay, s/veh		22.1			23.4			30.4			32.9	
Approach LOS		C			C			C			C	

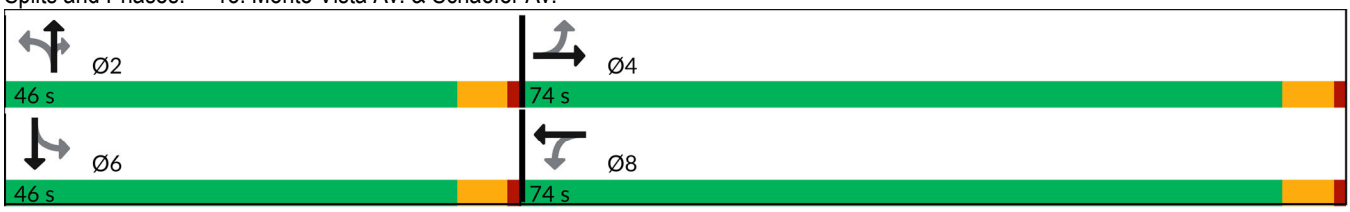
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	31.1		14.8	10.8	30.5		14.2				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	5.3	17.1		8.7	6.6	19.0		6.5				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.0	5.6		0.5				

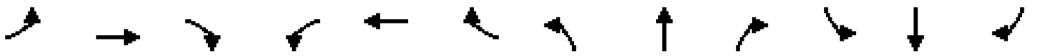
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			23.9									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	512	113	938	19	176	65	46	179
Future Volume (vph)	43	512	113	938	19	176	65	46	179
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.5	23.5	23.5	23.5	12.5	12.5	12.5	12.5	12.5
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.25	0.36	0.33	0.60	0.07	0.38	0.15	0.16	0.27
Control Delay (s/veh)	12.7	8.4	11.8	11.0	15.5	18.0	5.6	16.5	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	8.4	11.8	11.0	15.5	18.0	5.6	16.5	13.2
LOS	B	A	B	B	B	B	A	B	B
Approach Delay (s/veh)		8.8		11.2		14.7			13.8
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	512	66	113	938	46	19	176	65	46	179	60
Future Volume (veh/h)	43	512	66	113	938	46	19	176	65	46	179	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	47	557	63	123	1020	43	21	191	58	50	195	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	1617	182	504	1747	74	366	414	351	334	616	160
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	539	3265	368	816	3526	149	1151	1900	1610	1149	2828	734
Grp Volume(v), veh/h	47	307	313	123	522	541	21	191	58	50	123	124
Grp Sat Flow(s),veh/h/ln	539	1805	1828	816	1805	1869	1151	1900	1610	1149	1805	1756
Q Serve(g_s), s	2.6	4.0	4.1	4.2	8.0	8.0	0.6	3.4	1.1	1.5	2.2	2.3
Cycle Q Clear(g_c), s	10.7	4.0	4.1	8.3	8.0	8.0	2.9	3.4	1.1	5.0	2.2	2.3
Prop In Lane	1.00		0.20	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	341	894	906	504	894	926	366	414	351	334	393	383
V/C Ratio(X)	0.14	0.34	0.35	0.24	0.58	0.58	0.06	0.46	0.17	0.15	0.31	0.33
Avail Cap(c_a), veh/h	1015	3152	3193	1525	3152	3265	1312	1975	1674	1278	1877	1826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	6.0	6.0	8.5	7.0	7.0	14.1	13.3	12.4	15.4	12.8	12.9
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.6	0.6	0.1	0.8	0.2	0.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.8	0.5	1.6	1.6	0.1	1.2	0.3	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	6.2	6.2	8.8	7.6	7.6	14.2	14.1	12.6	15.6	13.3	13.3
LnGrp LOS	B	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		667			1186			270			297	
Approach Delay, s/veh		6.6			7.7			13.8			13.7	
Approach LOS		A			A			B			B	

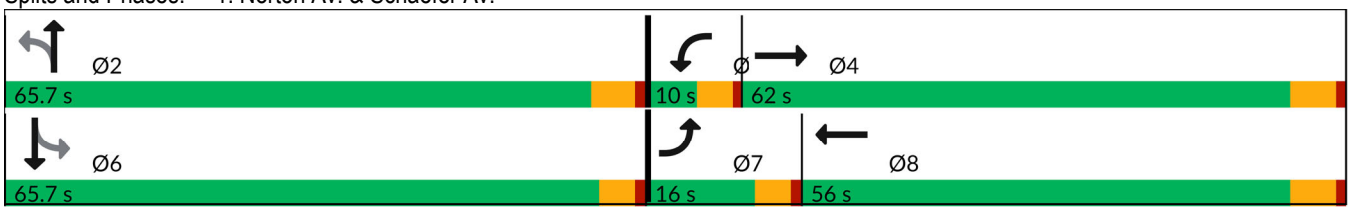
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		25.1		13.9		25.1				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		5.4		12.7		7.0		10.3				
Green Ext Time (p_c), s		1.3		4.4		1.6		9.0				

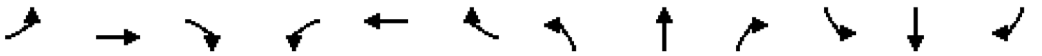
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	49	811	3	857	23	44	21	19
Future Volume (vph)	49	811	3	857	23	44	21	19
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	38.9	7.5	33.3		16.1		16.4
Actuated g/C Ratio	0.15	0.63	0.12	0.54		0.26		0.27
v/c Ratio	0.21	0.40	0.01	0.50		0.26		0.15
Control Delay (s/veh)	38.9	12.4	45.3	18.0		18.6		15.6
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	38.9	12.4	45.3	18.0		18.6		15.6
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		13.9		18.1		18.7		15.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 61.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	811	12	3	857	18	23	44	41	21	19	22
Future Volume (veh/h)	49	811	12	3	857	18	23	44	41	21	19	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	911	13	3	963	18	26	49	22	24	21	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	1755	25	7	1553	29	156	107	43	201	98	26
Arrive On Green	0.06	0.48	0.48	0.00	0.43	0.43	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1714	3642	52	1714	3623	68	358	975	391	602	890	232
Grp Volume(v), veh/h	55	451	473	3	480	501	97	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1889	1714	1805	1886	1724	0	0	1724	0	0
Q Serve(g_s), s	1.2	6.8	6.8	0.1	8.1	8.1	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	6.8	6.8	0.1	8.1	8.1	2.0	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.27		0.23	0.46		0.13
Lane Grp Cap(c), veh/h	99	870	911	7	774	808	306	0	0	324	0	0
V/C Ratio(X)	0.56	0.52	0.52	0.43	0.62	0.62	0.32	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	500	2593	2714	237	2316	2420	2732	0	0	2655	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	7.0	7.0	19.4	8.7	8.7	16.4	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.5	0.5	14.5	0.8	0.8	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.4	0.1	1.9	2.0	0.7	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	7.5	7.5	33.9	9.5	9.5	17.0	0.0	0.0	16.2	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B			B		
Approach Vol, veh/h		979			984			97			52	
Approach Delay, s/veh		8.2			9.6			17.0			16.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.7	4.8	24.7	9.7	6.8	22.6
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	60.3	5.4	56.2	* 61	11.4	50.2
Max Q Clear Time (g_c+I1), s	4.0	2.1	8.8	3.0	3.2	10.1
Green Ext Time (p_c), s	0.5	0.0	6.2	0.3	0.0	6.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A

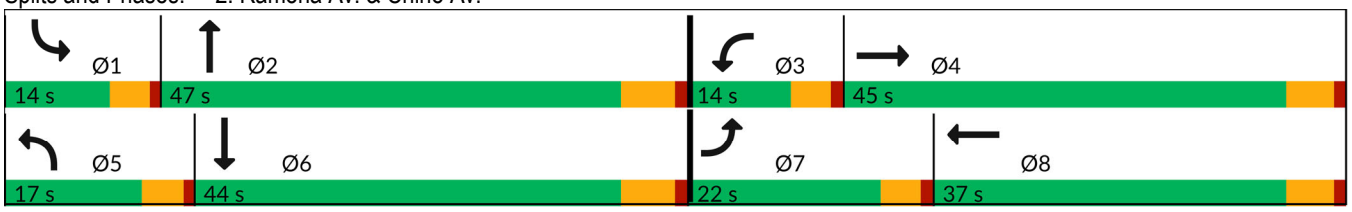
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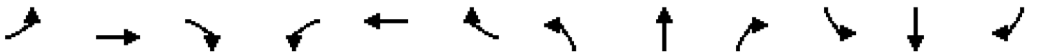
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	121	663	44	512	76	611	36	452
Future Volume (vph)	121	663	44	512	76	611	36	452
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	11.2	26.5	7.4	20.8	8.8	25.5	7.2	21.5
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.11	0.33	0.09	0.28
v/c Ratio	0.49	0.59	0.27	0.61	0.40	0.59	0.23	0.59
Control Delay (s/veh)	44.5	25.6	45.8	30.7	45.9	26.8	45.4	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.5	25.6	45.8	30.7	45.9	26.8	45.4	28.6
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		28.4		31.8		28.8		29.7
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.3	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 29.5	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	663	48	44	512	64	76	611	80	36	452	127
Future Volume (veh/h)	121	663	48	44	512	64	76	611	80	36	452	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	123	677	44	45	522	64	78	623	74	37	461	109
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	999	65	76	786	96	105	900	107	66	737	173
Arrive On Green	0.09	0.29	0.29	0.04	0.24	0.24	0.06	0.28	0.28	0.04	0.25	0.25
Sat Flow, veh/h	1714	3437	223	1714	3232	395	1714	3250	385	1714	2901	681
Grp Volume(v), veh/h	123	355	366	45	291	295	78	346	351	37	286	284
Grp Sat Flow(s),veh/h/ln	1714	1805	1855	1714	1805	1822	1714	1805	1831	1714	1805	1777
Q Serve(g_s), s	4.1	10.1	10.2	1.5	8.5	8.5	2.6	10.0	10.0	1.2	8.2	8.3
Cycle Q Clear(g_c), s	4.1	10.1	10.2	1.5	8.5	8.5	2.6	10.0	10.0	1.2	8.2	8.3
Prop In Lane	1.00		0.12	1.00		0.22	1.00		0.21	1.00		0.38
Lane Grp Cap(c), veh/h	157	525	539	76	439	443	105	500	507	66	458	451
V/C Ratio(X)	0.78	0.68	0.68	0.59	0.66	0.67	0.74	0.69	0.69	0.56	0.62	0.63
Avail Cap(c_a), veh/h	511	1225	1259	276	977	986	364	1274	1292	276	1182	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	18.3	18.3	27.4	19.9	19.9	26.9	18.9	18.9	27.6	19.3	19.3
Incr Delay (d2), s/veh	3.2	1.5	1.5	2.7	1.7	1.7	3.8	1.7	1.7	2.7	1.4	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.9	0.6	3.3	3.4	1.1	3.7	3.8	0.5	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	19.8	19.8	30.1	21.6	21.7	30.7	20.6	20.6	30.3	20.7	20.8
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		844			631			775			607	
Approach Delay, s/veh		21.2			22.3			21.6			21.3	
Approach LOS		C			C			C			C	

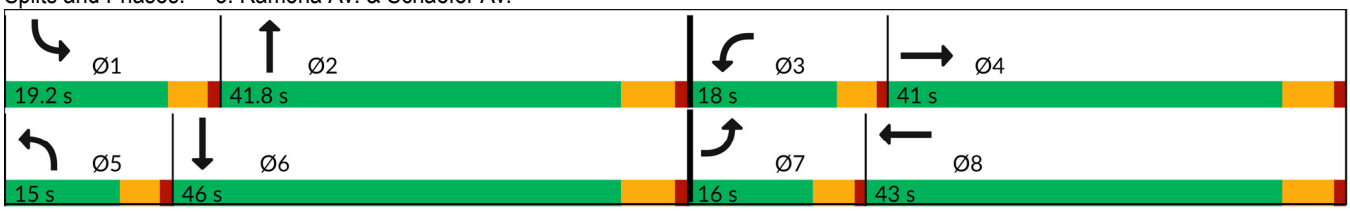
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	22.0	7.2	22.4	8.2	20.6	10.0	19.6
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.2	12.0	3.5	12.2	4.6	10.3	6.1	10.5
Green Ext Time (p_c), s	0.0	4.1	0.0	4.4	0.0	3.3	0.1	3.3

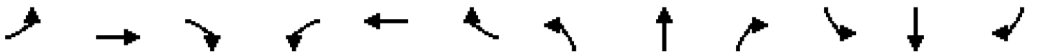
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	665	117	736	67	540	118	380
Future Volume (vph)	104	665	117	736	67	540	118	380
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	9.9	29.2	11.0	30.2	8.2	25.8	11.2	31.6
Actuated g/C Ratio	0.10	0.30	0.11	0.31	0.08	0.26	0.11	0.32
v/c Ratio	0.63	0.71	0.65	0.80	0.50	0.74	0.63	0.45
Control Delay (s/veh)	64.8	36.5	62.8	38.5	61.1	38.8	61.3	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	36.5	62.8	38.5	61.1	38.8	61.3	28.2
LOS	E	D	E	D	E	D	E	C
Approach Delay (s/veh)		40.1		41.6		40.9		34.6
Approach LOS		D		D		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 98.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 39.7	Intersection LOS: D
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	665	57	117	736	94	67	540	124	118	380	113
Future Volume (veh/h)	104	665	57	117	736	94	67	540	124	118	380	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	109	700	45	123	775	79	71	568	109	124	400	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	1009	65	155	1001	102	90	756	145	156	812	215
Arrive On Green	0.08	0.29	0.29	0.09	0.30	0.30	0.05	0.25	0.25	0.09	0.29	0.29
Sat Flow, veh/h	1714	3440	221	1714	3303	337	1714	3023	578	1714	2815	744
Grp Volume(v), veh/h	109	367	378	123	423	431	71	338	339	124	255	252
Grp Sat Flow(s),veh/h/ln	1714	1805	1856	1714	1805	1834	1714	1805	1796	1714	1805	1754
Q Serve(g_s), s	4.7	13.6	13.7	5.3	16.1	16.1	3.1	13.1	13.2	5.4	8.8	9.0
Cycle Q Clear(g_c), s	4.7	13.6	13.7	5.3	16.1	16.1	3.1	13.1	13.2	5.4	8.8	9.0
Prop In Lane	1.00		0.12	1.00		0.18	1.00		0.32	1.00		0.42
Lane Grp Cap(c), veh/h	138	529	544	155	547	556	90	451	449	156	521	506
V/C Ratio(X)	0.79	0.69	0.69	0.79	0.77	0.77	0.79	0.75	0.75	0.79	0.49	0.50
Avail Cap(c_a), veh/h	259	841	865	304	889	903	236	860	856	331	960	933
HCM Platoon Ratio	1.00	1.00	1.00	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	34.1	23.7	23.7	33.7	24.0	24.0	35.4	26.2	26.2	33.6	22.3	22.3
Incr Delay (d2), s/veh	3.8	1.6	1.6	3.5	2.4	2.3	5.7	2.5	2.6	3.4	0.7	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	2.0	5.4	5.6	2.2	6.5	6.6	1.3	5.4	5.4	2.2	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	25.3	25.3	37.2	26.3	26.3	41.1	28.7	28.8	37.1	23.0	23.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		854			977			748			631	
Approach Delay, s/veh		26.9			27.7			29.9			25.8	
Approach LOS		C			C			C			C	

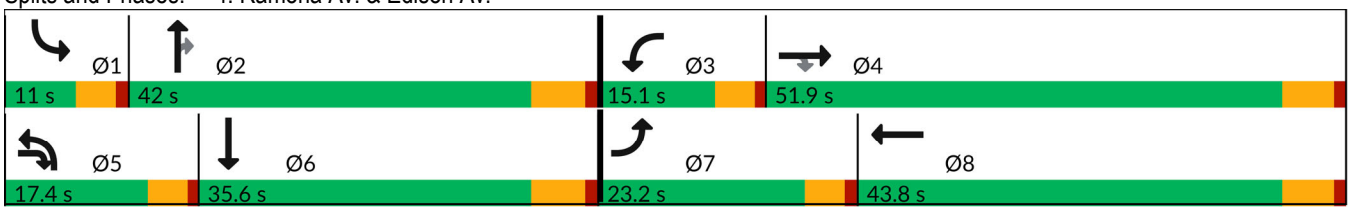
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	24.7	11.4	28.0	8.6	27.6	10.7	28.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	7.4	15.2	7.3	15.7	5.1	11.0	6.7	18.1
Green Ext Time (p_c), s	0.1	3.7	0.1	4.0	0.0	2.9	0.0	4.8

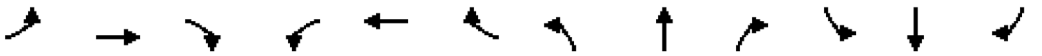
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	27.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	153	1124	122	115	879	98	451	111	29	439
Future Volume (vph)	153	1124	122	115	879	98	451	111	29	439
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.6	42.4	54.0	10.2	38.0	10.4	33.4	33.4	6.0	24.4
Actuated g/C Ratio	0.13	0.39	0.50	0.09	0.35	0.10	0.31	0.31	0.06	0.22
v/c Ratio	0.73	0.88	0.09	0.79	0.80	0.66	0.45	0.20	0.34	0.77
Control Delay (s/veh)	66.2	40.5	2.4	84.2	39.2	69.6	33.1	3.4	63.8	45.8
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)	66.2	40.5	2.4	84.2	39.2	69.6	33.1	3.4	63.8	45.8
LOS	E	D	A	F	D	E	C	A	E	D
Approach Delay (s/veh)		40.0			44.3		33.6			46.7
Approach LOS		D			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 108.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 41.1	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1124	122	115	879	30	98	451	111	29	439	124
Future Volume (veh/h)	153	1124	122	115	879	30	98	451	111	29	439	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1800	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	170	1249	104	128	977	30	109	501	101	32	488	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	1471	1305	156	1362	42	136	933	416	51	606	141
Arrive On Green	0.12	0.41	0.41	0.09	0.38	0.38	0.08	0.26	0.26	0.03	0.21	0.21
Sat Flow, veh/h	1714	3610	2681	1714	3575	110	1714	3610	1610	1714	2899	673
Grp Volume(v), veh/h	170	1249	104	128	493	514	109	501	101	32	303	299
Grp Sat Flow(s),veh/h/ln	1714	1805	1341	1714	1805	1880	1714	1805	1610	1714	1805	1767
Q Serve(g_s), s	9.5	30.6	2.0	7.1	22.7	22.7	6.1	11.7	4.8	1.8	15.5	15.7
Cycle Q Clear(g_c), s	9.5	30.6	2.0	7.1	22.7	22.7	6.1	11.7	4.8	1.8	15.5	15.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	202	1471	1305	156	688	716	136	933	416	51	377	369
V/C Ratio(X)	0.84	0.85	0.08	0.82	0.72	0.72	0.80	0.54	0.24	0.63	0.80	0.81
Avail Cap(c_a), veh/h	327	1707	1481	185	704	733	225	1341	598	113	552	540
HCM Platoon Ratio	1.00	1.00	1.00	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	42.1	26.2	13.4	43.5	25.7	25.7	44.1	31.1	28.6	46.8	36.6	36.7
Incr Delay (d2), s/veh	5.2	3.8	0.0	18.6	3.4	3.3	4.2	0.5	0.3	4.7	5.3	5.9
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	4.1	12.7	0.6	3.7	9.6	10.0	2.6	4.9	1.8	0.8	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.3	29.9	13.4	62.1	29.1	29.0	48.3	31.6	28.9	51.4	42.0	42.6
LnGrp LOS	D	C	B	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1523			1135			711			634	
Approach Delay, s/veh		30.8			32.8			33.8			42.8	
Approach LOS		C			C			C			D	

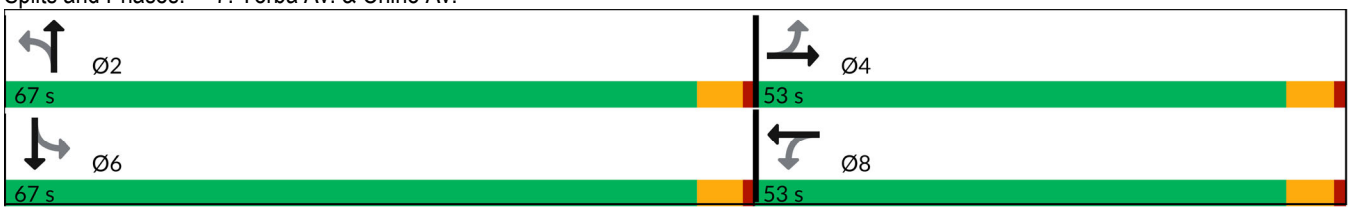
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	31.0	13.5	45.5	12.3	26.2	16.1	42.9
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.8	13.7	9.1	32.6	8.1	17.7	11.5	24.7
Green Ext Time (p_c), s	0.0	3.3	0.0	7.2	0.0	2.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	33.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	648	13	452	136	242	19	97
Future Volume (vph)	100	648	13	452	136	242	19	97
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	21.4	21.4	21.4	21.4		26.6		26.6
Actuated g/C Ratio	0.36	0.36	0.36	0.36		0.45		0.45
v/c Ratio	0.40	0.57	0.07	0.41		0.66		0.26
Control Delay (s/veh)	22.0	18.3	16.9	16.2		18.4		9.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	22.0	18.3	16.9	16.2		18.4		9.5
LOS	C	B	B	B		B		A
Approach Delay (s/veh)		18.8		16.3		18.5		9.6
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 59.3	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	648	39	13	452	43	136	242	50	19	97	76
Future Volume (veh/h)	100	648	39	13	452	43	136	242	50	19	97	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	704	29	14	491	43	148	263	43	21	105	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	421	1364	56	344	1296	113	276	390	58	129	436	171
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	884	3529	145	734	3352	293	447	1076	159	90	1203	472
Grp Volume(v), veh/h	109	360	373	14	264	270	454	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	884	1805	1870	734	1805	1840	1682	0	0	1765	0	0
Q Serve(g_s), s	4.2	6.4	6.4	0.6	4.4	4.4	6.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	6.4	6.4	7.0	4.4	4.4	9.7	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.16	0.33		0.09	0.12		0.27
Lane Grp Cap(c), veh/h	421	698	723	344	698	711	724	0	0	736	0	0
V/C Ratio(X)	0.26	0.52	0.52	0.04	0.38	0.38	0.63	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1085	2055	2129	896	2055	2095	2557	0	0	2613	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	9.8	9.8	12.5	9.2	9.2	11.5	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	0.3	0.3	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.8	1.9	0.1	1.2	1.3	2.8	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	10.4	10.4	12.6	9.5	9.6	12.4	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B			A		
Approach Vol, veh/h		842			548			454			172	
Approach Delay, s/veh		10.7			9.6			12.4			9.6	
Approach LOS		B			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.2		21.6		20.2		21.6				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		11.7		10.6		4.8		9.0				
Green Ext Time (p_c), s		3.3		5.5		1.1		3.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	10	283	1	2	303
Future Vol, veh/h	6	10	283	1	2	303
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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	13	368	1	3	394

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	769	369	0	0	369	0
Stage 1	369	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	372	681	-	-	1201	-
Stage 1	704	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	371	681	-	-	1201	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	679	-	-	-	-	-

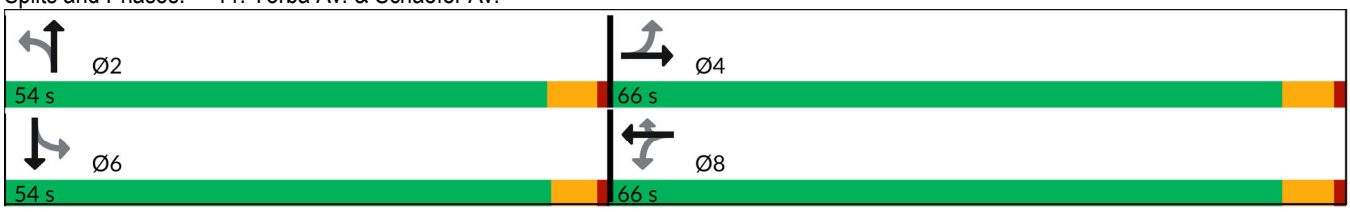
Approach	WB	NB	SB
HCM Control Delay, s/v	12.2	0	0.1
HCM LOS	B		

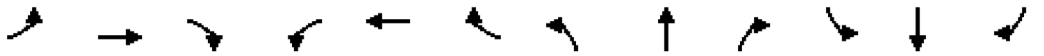
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1201	-
HCM Lane V/C Ratio	-	-	0.04	0.002	-
HCM Control Delay (s/veh)	-	-	12.2	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	911	28	767	49	49	163	62	160
Future Volume (vph)	49	911	28	767	49	49	163	62	160
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		8			2		6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	8	8	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1
Total Split (s)	66.0	66.0	66.0	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8		5.4		5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.6	24.6	24.6	24.6	24.6		17.9		18.3
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45		0.33		0.34
v/c Ratio	0.22	0.62	0.17	0.51	0.07		0.58		0.61
Control Delay (s/veh)	13.3	13.7	13.3	12.3	3.6		19.8		20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.3	13.7	13.3	12.3	3.6		19.8		20.6
LOS	B	B	B	B	A		B		C
Approach Delay (s/veh)		13.7		11.9			19.9		20.7
Approach LOS		B		B			B		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	911	18	28	767	49	49	163	85	62	160	93
Future Volume (veh/h)	49	911	18	28	767	49	49	163	85	62	160	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	990	19	30	834	43	53	177	57	67	174	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	1671	32	321	1666	728	159	325	94	170	275	124
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	642	3621	69	567	3610	1577	210	1217	353	243	1029	464
Grp Volume(v), veh/h	53	493	516	30	834	43	287	0	0	329	0	0
Grp Sat Flow(s),veh/h/ln	642	1805	1886	567	1805	1577	1780	0	0	1735	0	0
Q Serve(g_s), s	2.6	8.4	8.4	1.7	6.7	0.6	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	9.3	8.4	8.4	10.1	6.7	0.6	5.6	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.18		0.20	0.20		0.27
Lane Grp Cap(c), veh/h	367	833	870	321	1666	728	579	0	0	568	0	0
V/C Ratio(X)	0.14	0.59	0.59	0.09	0.50	0.06	0.50	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1008	2634	2752	888	5269	2301	2092	0	0	2068	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	8.2	8.2	12.0	7.8	6.1	13.1	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.6	0.1	0.2	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.9	2.0	0.2	1.5	0.1	1.8	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	8.9	8.9	12.1	8.0	6.2	13.8	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		1062			907			287			329	
Approach Delay, s/veh		9.0			8.1			13.8			14.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.4		24.8		16.4		24.8				
Change Period (Y+Rc), s		5.4		5.8		* 5.4		5.8				
Max Green Setting (Gmax), s		48.6		60.2		* 49		60.2				
Max Q Clear Time (g_c+I1), s		7.6		11.3		8.8		12.1				
Green Ext Time (p_c), s		1.8		7.8		2.3		6.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.9									
HCM 6th LOS			A									

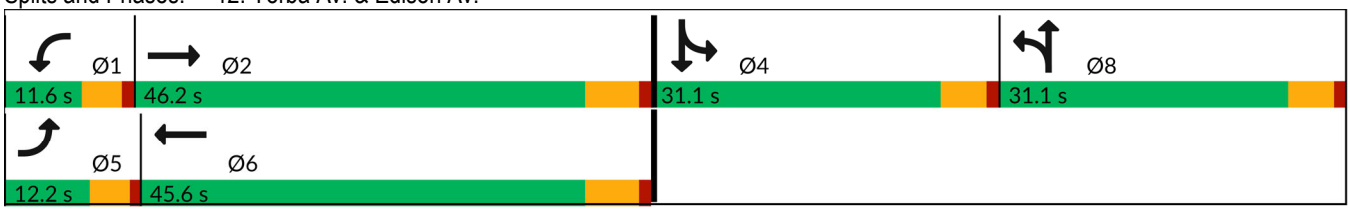
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	78	1171	46	883	99	82
Future Volume (vph)	78	1171	46	883	99	82
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.2	46.2	11.6	45.6	31.1	31.1
Total Split (%)	10.2%	38.5%	9.7%	38.0%	25.9%	25.9%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	7.8	41.4	7.1	37.7	20.9	20.2
Actuated g/C Ratio	0.07	0.38	0.07	0.35	0.19	0.19
v/c Ratio	0.76	1.04	0.48	0.88	0.80	0.79
Control Delay (s/veh)	89.4	70.4	68.1	43.3	57.2	54.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.4	70.4	68.1	43.3	57.2	54.5
LOS	F	E	E	D	E	D
Approach Delay (s/veh)		71.6		44.5	57.2	54.6
Approach LOS		E		D	E	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 107.6	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 59.2	Intersection LOS: E
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1171	25	46	883	38	67	99	75	40	82	115
Future Volume (veh/h)	78	1171	25	46	883	38	67	99	75	40	82	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	1411	18	55	1064	28	81	119	48	48	99	79
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1503	19	96	1434	38	97	142	57	58	120	96
Arrive On Green	0.07	0.41	0.41	0.06	0.40	0.40	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1714	3650	47	1714	3593	95	590	867	350	376	775	618
Grp Volume(v), veh/h	94	697	732	55	534	558	248	0	0	226	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1892	1714	1805	1883	1808	0	0	1769	0	0
Q Serve(g_s), s	5.2	35.7	35.8	3.0	24.4	24.4	12.8	0.0	0.0	11.9	0.0	0.0
Cycle Q Clear(g_c), s	5.2	35.7	35.8	3.0	24.4	24.4	12.8	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.33		0.19	0.21		0.35
Lane Grp Cap(c), veh/h	118	743	779	96	720	751	295	0	0	274	0	0
V/C Ratio(X)	0.80	0.94	0.94	0.57	0.74	0.74	0.84	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	135	756	793	124	745	777	487	0	0	477	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	27.2	27.2	44.4	24.7	24.7	39.1	0.0	0.0	39.5	0.0	0.0
Incr Delay (d2), s/veh	21.4	19.1	18.6	2.0	3.9	3.7	6.7	0.0	0.0	6.2	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	2.8	17.8	18.6	1.3	10.3	10.7	6.0	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.6	46.3	45.8	46.4	28.6	28.5	45.8	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	E	D	D	D	C	C	D			D		
Approach Vol, veh/h		1523			1147			248			226	
Approach Delay, s/veh		47.3			29.4			45.8			45.6	
Approach LOS		D			C			D			D	

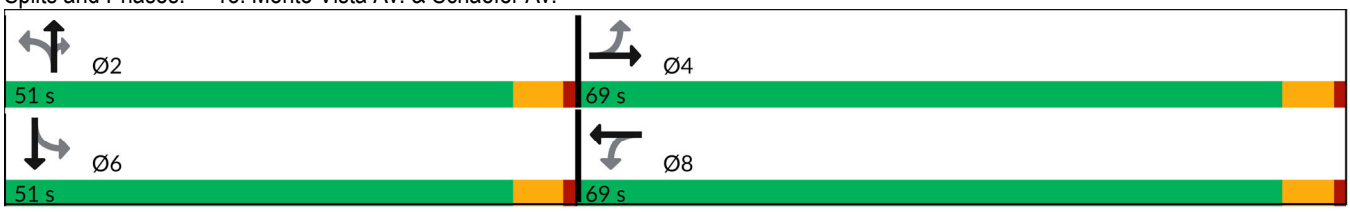
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	45.5		20.1	11.2	44.3		20.9				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.0	40.4		26.0	7.6	39.8		26.0				
Max Q Clear Time (g_c+I1), s	5.0	37.8		13.9	7.2	26.4		14.8				
Green Ext Time (p_c), s	0.0	1.9		0.9	0.0	5.4		1.0				

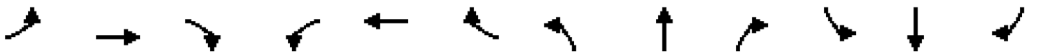
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			40.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	62	977	97	753	42	303	164	79	206
Future Volume (vph)	62	977	97	753	42	303	164	79	206
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.0	30.0	30.0	30.0	18.2	18.2	18.2	18.2	18.2
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.25	0.60	0.58	0.47	0.14	0.56	0.32	0.34	0.25
Control Delay (s/veh)	12.1	12.3	26.7	10.8	21.2	25.1	13.8	25.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	12.3	26.7	10.8	21.2	25.1	13.8	25.3	17.1
LOS	B	B	C	B	C	C	B	C	B
Approach Delay (s/veh)		12.4		12.6		21.2			19.1
Approach LOS		B		B		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 60.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	977	27	97	753	32	42	303	164	79	206	54
Future Volume (veh/h)	62	977	27	97	753	32	42	303	164	79	206	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	66	1039	27	103	801	24	45	322	129	84	219	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	376	1845	48	294	1836	55	395	557	472	266	900	158
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	674	3593	93	538	3576	107	1139	1900	1610	954	3070	538
Grp Volume(v), veh/h	66	522	544	103	404	421	45	322	129	84	127	131
Grp Sat Flow(s),veh/h/ln	674	1805	1882	538	1805	1878	1139	1900	1610	954	1805	1803
Q Serve(g_s), s	3.9	11.5	11.5	9.4	8.1	8.1	1.8	8.3	3.6	4.8	3.1	3.2
Cycle Q Clear(g_c), s	12.1	11.5	11.5	20.8	8.1	8.1	5.0	8.3	3.6	13.1	3.1	3.2
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	376	927	966	294	927	964	395	557	472	266	529	528
V/C Ratio(X)	0.18	0.56	0.56	0.35	0.44	0.44	0.11	0.58	0.27	0.32	0.24	0.25
Avail Cap(c_a), veh/h	766	1972	2055	605	1972	2051	959	1497	1269	739	1423	1421
HCM Platoon Ratio	1.00	1.00	1.00	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	12.6	9.6	9.6	16.8	8.8	8.8	17.5	17.4	15.7	23.0	15.6	15.6
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.7	0.3	0.3	0.1	1.0	0.3	0.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	3.4	1.0	2.3	2.4	0.4	3.3	1.2	1.0	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	10.2	10.2	17.5	9.2	9.1	17.6	18.4	16.0	23.7	15.8	15.8
LnGrp LOS	B	B	B	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		1132			928			496			342	
Approach Delay, s/veh		10.3			10.1			17.7			17.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.4		35.5		22.4		35.5				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		10.3		14.1		15.1		22.8				
Green Ext Time (p_c), s		2.5		8.5		1.9		6.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.4									
HCM 6th LOS			B									

APPENDIX 7.2: HORIZON YEAR (2045) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Volume Development - AM Peak Hour

1: Norton Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	8	19	13	19	42	67	30	676	54	44	824	15	1,811

2: Ramona Av. & Chino Av.

	PHF:	0.793			7:45				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	45	392	95	87	573	149	136	653	88	83	478	42	2,821

3: Ramona Av. & Schaefer Av.

	PHF:	0.894			7:45				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	41	378	114	95	431	167	81	555	73	111	670	104	2,820

4: Ramona Av. & Edison Av.

	PHF:	0.934			7:30				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	59	468	94	46	418	75	105	699	60	100	794	46	2,964

5: Driveway 1 & Schaefer Av.

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	0	0	0	3	0	2	9	759	0	0	942	9	1,724

6: Driveway 2 & Schaefer Av.

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	0	0	0	1	0	1	3	760	0	0	951	6	1,722

7: Yorba Av. & Chino Av.

	PHF:	0.835			7:45 AM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	29	59	10	38	139	118	100	512	138	36	392	34	1,605

8: Yorba Av. & Driveway 3

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	10	286	0	0	245	3	1	0	4	0	0	0	549

9: Yorba Av. & Driveway 4

	PHF:	0.945			7:45				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	9	311	3	2	198	6	1	0	2	0	0	2	534

10: Yorba Av. & Driveway 5

	PHF:								Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	9	322	0	0	197	3	1	0	2	0	0	0	534

11: Yorba Av. & Schaefer Av.

	PHF:	0.950			7:45 AM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	24	152	19	33	118	42	117	554	52	62	891	64	2,128

12: Yorba Av. & Edison Av.

	PHF:	0.899			7:45				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	22	64	25	56	74	51	103	740	89	76	850	50	2,200

13: Monte Vista Av. & Schaefer Av.

	PHF:	0.919			7:45 AM				Count Date:	4/4/2023		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	19	176	65	46	179	60	43	512	66	113	938	46	2,263

Volume Development - PM Peak Hour

1: Norton Av. & Schaefer Av.

PHF: 0.899 4:45 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	23	44	41	21	19	22	49	813	12	3	865	18	1,930

2: Ramona Av. & Chino Av.

PHF: 0.978 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	76	617	80	36	454	127	121	664	48	44	517	64	2,848

3: Ramona Av. & Schaefer Av.

PHF: 0.949 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	67	540	125	120	380	113	104	667	57	122	744	100	3,139

4: Ramona Av. & Edison Av.

PHF: 0.902 16:30 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	98	452	113	29	444	124	153	1,127	122	117	888	30	3,697

5: Driveway 1 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	0	0	0	9	0	9	3	981	0	0	948	5	1,955

6: Driveway 2 & Schaefer Av.

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	0	0	0	5	0	3	1	990	0	0	951	1	1,951

7: Yorba Av. & Chino Av.

PHF: 0.915 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	141	245	53	19	98	76	100	648	40	14	452	43	1,929

8: Yorba Av. & Driveway 3

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	6	349	0	0	294	1	3	0	10	0	0	0	663

9: Yorba Av. & Driveway 4

PHF: 0.765 16:15 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	2	291	1	2	313	1	5	0	8	6	0	10	639

10: Yorba Av. & Driveway 5

PHF: Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	2	292	0	0	327	1	3	0	8	0	0	0	633

11: Yorba Av. & Schaefer Av.

PHF: 0.915 4:30 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	53	169	85	66	174	101	51	915	28	28	769	51	2,490

12: Yorba Av. & Edison Av.

PHF: 0.834 4:15 PM Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	67	103	75	45	90	126	83	1,171	25	46	883	39	2,753

13: Monte Vista Av. & Schaefer Av.

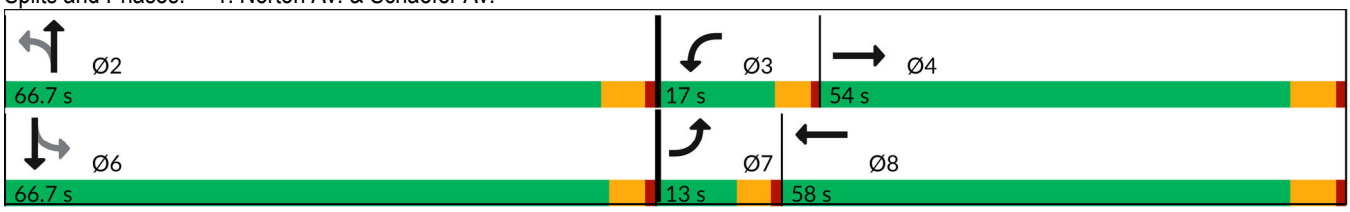
PHF: 0.935 16:30 Count Date: 4/4/2023

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
HY 2045 WP (PCE):	43	303	164	79	206	54	62	983	28	97	755	32	2,806

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	676	44	824	8	19	19	42
Future Volume (vph)	30	676	44	824	8	19	19	42
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	13.0	54.0	17.0	58.0	66.7	66.7	66.7	66.7
Total Split (%)	9.4%	39.2%	12.3%	42.1%	48.4%	48.4%	48.4%	48.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	23.4	8.2	26.5		14.1		15.1
Actuated g/C Ratio	0.13	0.40	0.14	0.45		0.24		0.26
v/c Ratio	0.15	0.57	0.20	0.58		0.10		0.30
Control Delay (s/veh)	38.8	19.0	36.7	17.1		15.2		14.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	38.8	19.0	36.7	17.1		15.2		14.8
LOS	D	B	D	B		B		B
Approach Delay (s/veh)		19.8		18.1		15.2		14.9
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 59	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 18.5	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	676	54	44	824	15	8	19	13	19	42	67
Future Volume (veh/h)	30	676	54	44	824	15	8	19	13	19	42	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	34	760	54	49	926	16	9	21	12	21	47	37
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1402	100	92	1540	27	146	106	53	146	88	63
Arrive On Green	0.04	0.41	0.41	0.05	0.42	0.42	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1714	3413	242	1714	3629	63	259	1006	506	267	836	600
Grp Volume(v), veh/h	34	402	412	49	461	481	42	0	0	105	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1850	1714	1805	1887	1771	0	0	1704	0	0
Q Serve(g_s), s	0.7	6.2	6.2	1.0	7.2	7.2	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.2	6.2	1.0	7.2	7.2	0.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.21		0.29	0.20		0.35
Lane Grp Cap(c), veh/h	68	742	760	92	766	801	306	0	0	298	0	0
V/C Ratio(X)	0.50	0.54	0.54	0.53	0.60	0.60	0.14	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	392	2367	2426	578	2564	2680	2942	0	0	2963	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	8.2	8.2	16.9	8.2	8.2	15.0	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.6	0.6	1.8	0.8	0.7	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	1.4	0.4	1.6	1.6	0.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	8.8	8.8	18.7	8.9	8.9	15.2	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B			B		
Approach Vol, veh/h		848			991			42			105	
Approach Delay, s/veh		9.2			9.4			15.2			16.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.3	6.6	20.9	9.3	6.1	21.4
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	61.3	12.4	48.2	* 62	8.4	52.2
Max Q Clear Time (g_c+I1), s	2.8	3.0	8.2	4.1	2.7	9.2
Green Ext Time (p_c), s	0.2	0.0	5.2	0.7	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.8
HCM 6th LOS	A

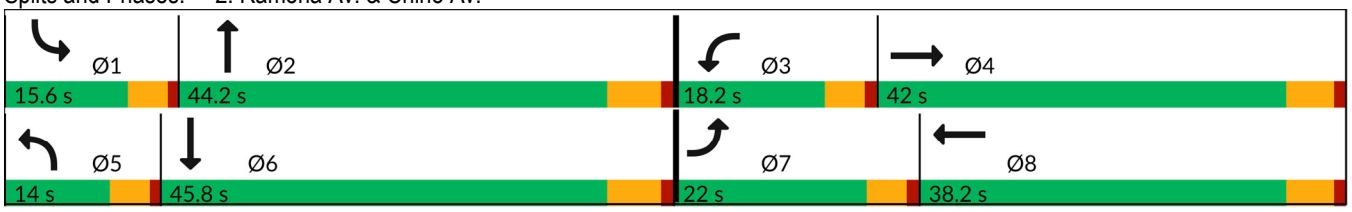
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	136	653	83	478	45	392	87	573
Future Volume (vph)	136	653	83	478	45	392	87	573
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	42.0	18.2	38.2	14.0	44.2	15.6	45.8
Total Split (%)	18.3%	35.0%	15.2%	31.8%	11.7%	36.8%	13.0%	38.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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	34.4	10.5	27.3	7.7	29.2	9.9	34.5
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.08	0.29	0.10	0.34
v/c Ratio	0.72	0.78	0.60	0.68	0.44	0.60	0.66	0.76
Control Delay (s/veh)	64.0	38.4	63.3	38.6	62.5	33.4	69.6	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.0	38.4	63.3	38.6	62.5	33.4	69.6	36.1
LOS	E	D	E	D	E	C	E	D
Approach Delay (s/veh)		42.5		42.1		35.9		39.7
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 40.4	Intersection LOS: D
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	653	88	83	478	42	45	392	95	87	573	149
Future Volume (veh/h)	136	653	88	83	478	42	45	392	95	87	573	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	172	827	98	105	605	45	57	496	88	110	725	137
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1038	123	133	938	70	77	825	146	138	925	175
Arrive On Green	0.12	0.32	0.32	0.08	0.28	0.28	0.04	0.27	0.27	0.08	0.31	0.31
Sat Flow, veh/h	1714	3244	384	1714	3401	253	1714	3064	541	1714	3030	572
Grp Volume(v), veh/h	172	460	465	105	321	329	57	291	293	110	432	430
Grp Sat Flow(s),veh/h/ln	1714	1805	1824	1714	1805	1848	1714	1805	1800	1714	1805	1797
Q Serve(g_s), s	7.9	18.8	18.8	4.9	12.6	12.7	2.7	11.4	11.5	5.1	17.7	17.7
Cycle Q Clear(g_c), s	7.9	18.8	18.8	4.9	12.6	12.7	2.7	11.4	11.5	5.1	17.7	17.7
Prop In Lane	1.00		0.21	1.00		0.14	1.00		0.30	1.00		0.32
Lane Grp Cap(c), veh/h	209	578	584	133	498	510	77	486	485	138	551	549
V/C Ratio(X)	0.82	0.80	0.80	0.79	0.64	0.65	0.74	0.60	0.60	0.79	0.78	0.78
Avail Cap(c_a), veh/h	369	818	826	289	733	750	199	858	856	233	894	890
HCM Platoon Ratio	1.00	1.00	1.00	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	34.6	25.1	25.1	36.6	25.8	25.8	38.1	25.7	25.8	36.5	25.6	25.6
Incr Delay (d2), s/veh	3.1	3.7	3.7	3.9	1.4	1.4	5.3	1.2	1.2	3.9	2.5	2.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.0	8.0	2.1	5.2	5.4	1.2	4.6	4.7	2.2	7.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.8	28.8	28.7	40.5	27.2	27.2	43.4	26.9	27.0	40.3	28.1	28.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1097			755			641			972	
Approach Delay, s/veh		30.2			29.0			28.4			29.5	
Approach LOS		C			C			C			C	

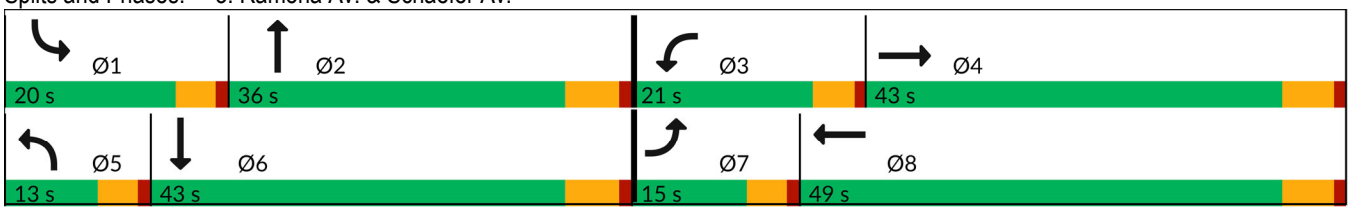
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	27.5	10.9	31.3	8.2	30.5	14.4	27.7
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	11.0	38.4	13.6	36.6	9.4	40.0	17.4	32.8
Max Q Clear Time (g_c+I1), s	7.1	13.5	6.9	20.8	4.7	19.7	9.9	14.7
Green Ext Time (p_c), s	0.0	3.3	0.1	5.1	0.0	5.0	0.1	3.5

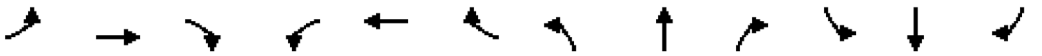
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	81	555	111	670	41	378	95	431
Future Volume (vph)	81	555	111	670	41	378	95	431
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	15.0	43.0	21.0	49.0	13.0	36.0	20.0	43.0
Total Split (%)	12.5%	35.8%	17.5%	40.8%	10.8%	30.0%	16.7%	35.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	9.0	26.6	11.4	32.7	7.1	20.7	10.5	26.1
Actuated g/C Ratio	0.10	0.30	0.13	0.37	0.08	0.23	0.12	0.30
v/c Ratio	0.52	0.65	0.56	0.66	0.33	0.66	0.52	0.63
Control Delay (s/veh)	56.3	31.3	52.6	28.7	53.2	35.5	52.6	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.3	31.3	52.6	28.7	53.2	35.5	52.6	30.0
LOS	E	C	D	C	D	D	D	C
Approach Delay (s/veh)		34.2		31.7		36.9		33.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 88.2	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 33.7	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	555	73	111	670	104	41	378	114	95	431	167
Future Volume (veh/h)	81	555	73	111	670	104	41	378	114	95	431	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	91	624	58	125	753	105	46	425	100	107	484	175
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	985	91	159	1018	142	74	642	150	136	670	241
Arrive On Green	0.07	0.30	0.30	0.09	0.32	0.32	0.04	0.22	0.22	0.08	0.26	0.26
Sat Flow, veh/h	1714	3335	309	1714	3176	443	1714	2896	675	1714	2592	931
Grp Volume(v), veh/h	91	337	345	125	428	430	46	263	262	107	336	323
Grp Sat Flow(s),veh/h/ln	1714	1805	1839	1714	1805	1813	1714	1805	1766	1714	1805	1717
Q Serve(g_s), s	3.5	10.8	10.9	4.8	14.1	14.2	1.8	8.9	9.1	4.1	11.4	11.5
Cycle Q Clear(g_c), s	3.5	10.8	10.9	4.8	14.1	14.2	1.8	8.9	9.1	4.1	11.4	11.5
Prop In Lane	1.00		0.17	1.00		0.24	1.00		0.38	1.00		0.54
Lane Grp Cap(c), veh/h	116	533	543	159	579	581	74	400	392	136	467	444
V/C Ratio(X)	0.79	0.63	0.63	0.79	0.74	0.74	0.63	0.66	0.67	0.78	0.72	0.73
Avail Cap(c_a), veh/h	266	1003	1021	420	1164	1170	215	814	796	394	1003	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	20.4	20.5	29.7	20.3	20.3	31.5	23.7	23.8	30.3	22.6	22.7
Incr Delay (d2), s/veh	4.4	1.2	1.2	3.3	1.9	1.9	3.2	1.8	2.0	3.7	2.1	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.1	4.2	1.9	5.4	5.4	0.7	3.6	3.6	1.7	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	21.7	21.7	33.0	22.1	22.1	34.7	25.6	25.8	34.0	24.7	25.0
LnGrp LOS	D	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		773			983			571			766	
Approach Delay, s/veh		23.3			23.5			26.4			26.1	
Approach LOS		C			C			C			C	

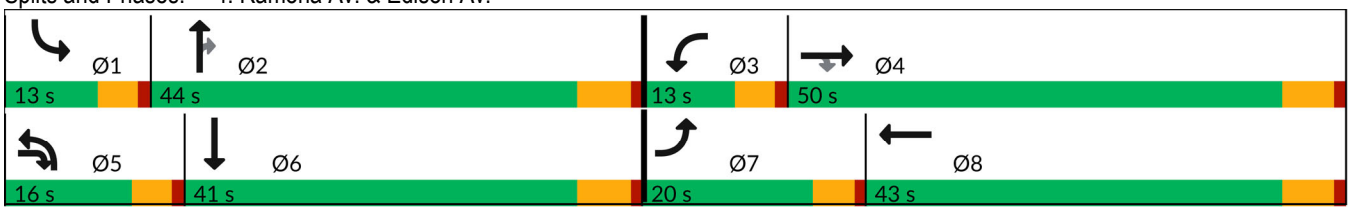
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	20.7	10.8	25.6	7.5	23.1	9.1	27.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	15.4	30.2	16.4	37.2	8.4	37.2	10.4	43.2
Max Q Clear Time (g_c+I1), s	6.1	11.1	6.8	12.9	3.8	13.5	5.5	16.2
Green Ext Time (p_c), s	0.1	2.7	0.1	3.9	0.0	3.8	0.0	5.3

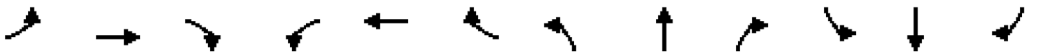
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.6
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	105	699	60	100	794	59	468	94	46	418
Future Volume (vph)	105	699	60	100	794	59	468	94	46	418
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	20.0	50.0	16.0	13.0	43.0	16.0	44.0	44.0	13.0	41.0
Total Split (%)	16.7%	41.7%	13.3%	10.8%	35.8%	13.3%	36.7%	36.7%	10.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	30.1	39.5	9.0	32.2	8.1	22.8	22.8	7.1	19.5
Actuated g/C Ratio	0.12	0.35	0.46	0.10	0.37	0.09	0.27	0.27	0.08	0.23
v/c Ratio	0.54	0.59	0.05	0.60	0.67	0.39	0.52	0.19	0.34	0.65
Control Delay (s/veh)	51.1	25.5	3.0	59.8	29.1	50.6	31.4	2.2	51.7	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.1	25.5	3.0	59.8	29.1	50.6	31.4	2.2	51.7	35.5
LOS	D	C	A	E	C	D	C	A	D	D
Approach Delay (s/veh)		27.1			32.5		28.9			36.9
Approach LOS		C			C		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 86	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	699	60	100	794	46	59	468	94	46	418	75
Future Volume (veh/h)	105	699	60	100	794	46	59	468	94	46	418	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1800	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	113	752	65	108	854	49	63	503	101	49	449	79
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	1178	1001	136	1118	64	85	961	415	74	797	139
Arrive On Green	0.08	0.33	0.33	0.08	0.32	0.32	0.05	0.27	0.27	0.04	0.26	0.26
Sat Flow, veh/h	1714	3610	2660	1714	3470	199	1714	3610	1559	1714	3065	536
Grp Volume(v), veh/h	113	752	65	108	444	459	63	503	101	49	263	265
Grp Sat Flow(s),veh/h/ln	1714	1805	1330	1714	1805	1864	1714	1805	1559	1714	1805	1795
Q Serve(g_s), s	4.7	13.0	1.1	4.5	16.2	16.2	2.7	8.7	3.7	2.1	9.2	9.4
Cycle Q Clear(g_c), s	4.7	13.0	1.1	4.5	16.2	16.2	2.7	8.7	3.7	2.1	9.2	9.4
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	143	1178	1001	136	582	601	85	961	415	74	469	467
V/C Ratio(X)	0.79	0.64	0.06	0.79	0.76	0.76	0.74	0.52	0.24	0.66	0.56	0.57
Avail Cap(c_a), veh/h	361	2183	1741	197	919	949	267	1887	815	197	869	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	20.9	14.6	33.0	22.3	22.3	34.3	22.9	21.0	34.4	23.4	23.5
Incr Delay (d2), s/veh	3.6	0.6	0.0	7.8	2.1	2.1	4.8	0.4	0.3	3.8	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.9	0.3	2.0	6.4	6.6	1.1	3.4	1.3	0.9	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	21.5	14.6	40.9	24.4	24.3	39.1	23.3	21.3	38.2	24.5	24.6
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		930			1011			667			577	
Approach Delay, s/veh		22.9			26.1			24.5			25.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	25.3	10.4	29.7	8.2	24.8	10.7	29.4
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	8.4	38.2	8.4	44.2	11.4	35.2	15.4	37.2
Max Q Clear Time (g_c+I1), s	4.1	10.7	6.5	15.0	4.7	11.4	6.7	18.2
Green Ext Time (p_c), s	0.0	3.5	0.0	5.4	0.0	2.9	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	759	942	9	3	2
Future Vol, veh/h	9	759	942	9	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	825	1024	10	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1034	0	-	0	1462	517
Stage 1	-	-	-	-	1029	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	680	-	-	-	122	509
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	627	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	680	-	-	-	120	509
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	627	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	680	-	-	-	298
HCM Lane V/C Ratio	0.014	-	-	-	0.018
HCM Control Delay (s/veh)	10.4	-	-	-	17.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	760	951	6	1	1
Future Vol, veh/h	3	760	951	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	826	1034	7	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1041	0	-	0	1457	521
Stage 1	-	-	-	-	1038	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	676	-	-	-	123	505
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	123	505
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	638	-

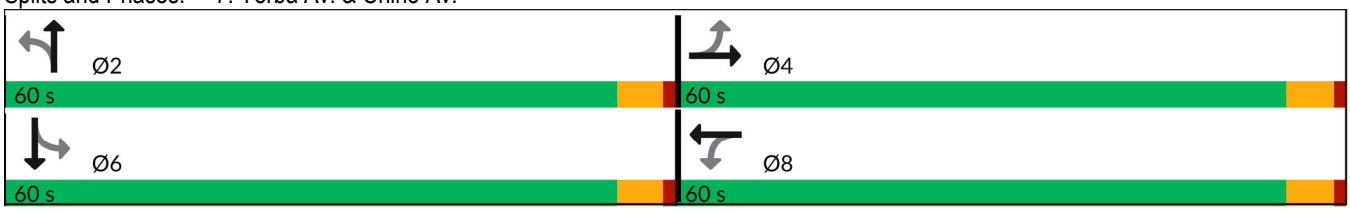
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	16.3
HCM LOS			C

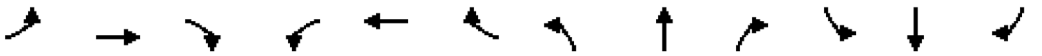
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	322
HCM Lane V/C Ratio	0.005	-	-	-	0.007
HCM Control Delay (s/veh)	10.4	-	-	-	16.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	512	36	392	29	59	38	139
Future Volume (vph)	100	512	36	392	29	59	38	139
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.2	18.2	18.2	18.2		15.4		15.4
Actuated g/C Ratio	0.41	0.41	0.41	0.41		0.35		0.35
v/c Ratio	0.35	0.54	0.18	0.35		0.21		0.58
Control Delay (s/veh)	13.7	11.5	12.0	10.1		11.8		15.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	13.7	11.5	12.0	10.1		11.8		15.7
LOS	B	B	B	B		B		B
Approach Delay (s/veh)		11.9		10.3		11.9		15.7
Approach LOS		B		B		B		B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 44.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	512	138	36	392	34	29	59	10	38	139	118
Future Volume (veh/h)	100	512	138	36	392	34	29	59	10	38	139	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	120	617	150	43	472	31	35	71	7	46	167	96
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	510	1222	297	397	1465	96	222	362	30	161	285	148
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	908	2865	695	712	3433	225	318	1325	108	156	1043	540
Grp Volume(v), veh/h	120	388	379	43	247	256	113	0	0	309	0	0
Grp Sat Flow(s),veh/h/ln	908	1805	1755	712	1805	1853	1751	0	0	1739	0	0
Q Serve(g_s), s	3.5	5.5	5.5	1.6	3.2	3.2	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	6.8	5.5	5.5	7.2	3.2	3.2	1.6	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.12	0.31		0.06	0.15		0.31
Lane Grp Cap(c), veh/h	510	770	749	397	770	790	614	0	0	594	0	0
V/C Ratio(X)	0.24	0.50	0.51	0.11	0.32	0.32	0.18	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1538	2813	2736	1202	2813	2888	2671	0	0	2803	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	7.3	7.3	10.0	6.7	6.7	9.8	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.2	0.2	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	1.2	0.2	0.7	0.7	0.5	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	7.8	7.9	10.1	6.9	6.9	10.0	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A			B		
Approach Vol, veh/h		887			546			113			309	
Approach Delay, s/veh		8.0			7.2			10.0			11.9	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.7		20.3		14.7		20.3				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		54.9		54.6		54.9		54.6				
Max Q Clear Time (g_c+I1), s		3.6		8.8		7.4		9.2				
Green Ext Time (p_c), s		0.7		6.1		2.1		3.4				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.5
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	10	286	245	3
Future Vol, veh/h	1	4	10	286	245	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	4	11	311	266	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	601	268	269	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	467	776	1306	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	776	1306	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1306	-	683	-	-
HCM Lane V/C Ratio	0.008	-	0.008	-	-
HCM Control Delay (s/veh)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	0	0	2	9	311	3	2	198	6
Future Vol, veh/h	1	0	2	0	0	2	9	311	3	2	198	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	2	0	0	2	10	331	3	2	211	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	572	572	214	572	574	333	217	0	0	334	0	0
Stage 1	218	218	-	353	353	-	-	-	-	-	-	-
Stage 2	354	354	-	219	221	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	434	433	831	434	432	713	1365	-	-	1237	-	-
Stage 1	789	726	-	668	634	-	-	-	-	-	-	-
Stage 2	667	634	-	788	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	429	428	831	429	427	713	1365	-	-	1237	-	-
Mov Cap-2 Maneuver	429	428	-	429	427	-	-	-	-	-	-	-
Stage 1	782	725	-	662	628	-	-	-	-	-	-	-
Stage 2	659	628	-	784	723	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.7	10.1	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1365	-	-	633	713	1237	-	-
HCM Lane V/C Ratio	0.007	-	-	0.005	0.003	0.002	-	-
HCM Control Delay (s/veh)	7.7	0	-	10.7	10.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	9	322	197	3
Future Vol, veh/h	1	2	9	322	197	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	10	350	214	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	586	216	217	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	476	829	1365	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	829	1365	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	703	-	-	-	-	-

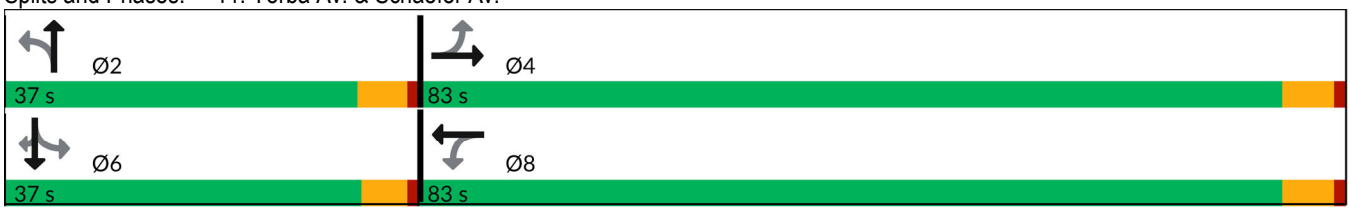
Approach	EB	NB	SB
HCM Control Delay, s/v	10.5	0.2	0
HCM LOS	B		

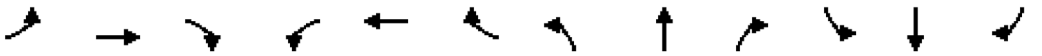
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1365	-	662	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s/veh)	7.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	117	554	62	891	24	152	33	118	42
Future Volume (vph)	117	554	62	891	24	152	33	118	42
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.6	23.6	23.6	23.6		12.2		12.5	12.5
Actuated g/C Ratio	0.49	0.49	0.49	0.49		0.25		0.26	0.26
v/c Ratio	0.58	0.36	0.17	0.57		0.45		0.36	0.09
Control Delay (s/veh)	22.6	8.0	8.7	9.9		19.9		18.9	6.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	22.6	8.0	8.7	9.9		19.9		18.9	6.9
LOS	C	A	A	A		B		B	A
Approach Delay (s/veh)		10.4		9.9		19.9		16.3	
Approach LOS		B		A		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 47.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 11.6	Intersection LOS: B
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	554	52	62	891	64	24	152	19	33	118	42
Future Volume (veh/h)	117	554	52	62	891	64	24	152	19	33	118	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	583	51	65	938	65	25	160	11	35	124	33
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1810	158	539	1846	128	126	272	18	156	278	285
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	571	3352	293	806	3419	237	130	1539	99	253	1570	1610
Grp Volume(v), veh/h	123	313	321	65	495	508	196	0	0	159	0	33
Grp Sat Flow(s),veh/h/ln	571	1805	1840	806	1805	1851	1769	0	0	1823	0	1610
Q Serve(g_s), s	6.9	3.8	3.8	1.9	6.9	6.9	1.1	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	13.8	3.8	3.8	5.8	6.9	6.9	4.1	0.0	0.0	3.0	0.0	0.7
Prop In Lane	1.00		0.16	1.00		0.13	0.13		0.06	0.22		1.00
Lane Grp Cap(c), veh/h	391	975	993	539	975	999	415	0	0	433	0	285
V/C Ratio(X)	0.31	0.32	0.32	0.12	0.51	0.51	0.47	0.00	0.00	0.37	0.00	0.12
Avail Cap(c_a), veh/h	1197	3523	3591	1677	3523	3613	1524	0	0	1520	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	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	10.1	5.1	5.1	6.7	5.8	5.8	15.0	0.0	0.0	14.6	0.0	13.7
Incr Delay (d2), s/veh	0.5	0.2	0.2	0.1	0.4	0.4	0.8	0.0	0.0	0.5	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.6	0.2	1.1	1.1	1.3	0.0	0.0	1.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	5.3	5.3	6.8	6.2	6.2	15.8	0.0	0.0	15.1	0.0	13.9
LnGrp LOS	B	A	A	A	A	A	B			B		B
Approach Vol, veh/h		757			1068			196			192	
Approach Delay, s/veh		6.1			6.2			15.8			14.9	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	12.4	27.2	12.4	27.2
Change Period (Y+Rc), s	5.4	5.8	* 5.4	5.8
Max Green Setting (Gmax), s	31.6	77.2	* 32	77.2
Max Q Clear Time (g_c+I1), s	6.1	15.8	5.0	8.9
Green Ext Time (p_c), s	1.0	5.6	1.0	7.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.8
HCM 6th LOS	A

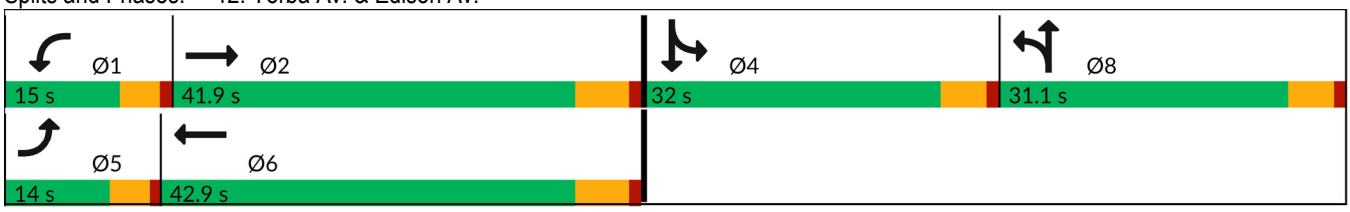
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	103	740	76	850	64	74
Future Volume (vph)	103	740	76	850	64	74
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	14.0	41.9	15.0	42.9	31.1	32.0
Total Split (%)	11.7%	34.9%	12.5%	35.8%	25.9%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.3	35.2	8.9	31.8	13.6	15.8
Actuated g/C Ratio	0.10	0.38	0.10	0.35	0.15	0.17
v/c Ratio	0.65	0.67	0.50	0.80	0.44	0.62
Control Delay (s/veh)	62.9	29.0	55.4	34.1	39.5	43.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.9	29.0	55.4	34.1	39.5	43.2
LOS	E	C	E	C	D	D
Approach Delay (s/veh)		32.8		35.8	39.6	43.3
Approach LOS		C		D	D	D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 91.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 35.3	Intersection LOS: D
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	740	89	76	850	50	22	64	25	56	74	51
Future Volume (veh/h)	103	740	89	76	850	50	22	64	25	56	74	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	822	89	84	944	54	24	71	28	62	82	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1178	128	138	1218	70	46	135	53	86	114	49
Arrive On Green	0.09	0.36	0.36	0.08	0.35	0.35	0.13	0.13	0.13	0.14	0.14	0.14
Sat Flow, veh/h	1714	3277	355	1714	3471	199	353	1044	412	623	824	352
Grp Volume(v), veh/h	114	453	458	84	491	507	123	0	0	179	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1827	1714	1805	1864	1808	0	0	1799	0	0
Q Serve(g_s), s	4.6	15.1	15.1	3.3	17.0	17.0	4.5	0.0	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	4.6	15.1	15.1	3.3	17.0	17.0	4.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.11	0.20		0.23	0.35		0.20
Lane Grp Cap(c), veh/h	152	649	657	138	633	654	234	0	0	248	0	0
V/C Ratio(X)	0.75	0.70	0.70	0.61	0.78	0.78	0.53	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	229	927	938	254	953	984	669	0	0	688	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.3	19.3	19.3	31.3	20.3	20.3	28.6	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	2.8	1.4	1.4	1.6	2.3	2.2	1.8	0.0	0.0	3.9	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	1.9	5.7	5.7	1.3	6.6	6.8	1.9	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	20.6	20.6	32.9	22.6	22.6	30.4	0.0	0.0	32.9	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C			C		
Approach Vol, veh/h		1025			1082			123			179	
Approach Delay, s/veh		22.1			23.4			30.4			32.9	
Approach LOS		C			C			C			C	

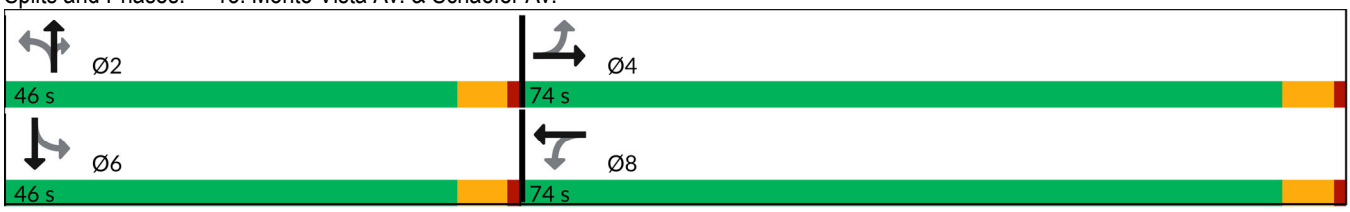
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	31.1		14.8	10.8	30.5		14.2				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	10.4	36.1		26.9	9.4	37.1		26.0				
Max Q Clear Time (g_c+I1), s	5.3	17.1		8.7	6.6	19.0		6.5				
Green Ext Time (p_c), s	0.0	5.2		0.8	0.0	5.6		0.5				

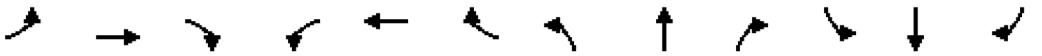
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		23.9	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	512	113	938	19	176	65	46	179
Future Volume (vph)	43	512	113	938	19	176	65	46	179
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	74.0	74.0	74.0	74.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	61.7%	61.7%	61.7%	61.7%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.5	23.5	23.5	23.5	12.5	12.5	12.5	12.5	12.5
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.26	0.26	0.26	0.26	0.26
v/c Ratio	0.25	0.36	0.33	0.60	0.07	0.38	0.15	0.16	0.27
Control Delay (s/veh)	12.7	8.4	11.8	11.0	15.5	18.0	5.6	16.5	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	8.4	11.8	11.0	15.5	18.0	5.6	16.5	13.2
LOS	B	A	B	B	B	B	A	B	B
Approach Delay (s/veh)		8.8		11.2		14.7			13.8
Approach LOS		A		B		B			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 48	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	512	66	113	938	46	19	176	65	46	179	60
Future Volume (veh/h)	43	512	66	113	938	46	19	176	65	46	179	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	47	557	63	123	1020	43	21	191	58	50	195	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	1617	182	504	1747	74	366	414	351	334	616	160
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	539	3265	368	816	3526	149	1151	1900	1610	1149	2828	734
Grp Volume(v), veh/h	47	307	313	123	522	541	21	191	58	50	123	124
Grp Sat Flow(s),veh/h/ln	539	1805	1828	816	1805	1869	1151	1900	1610	1149	1805	1756
Q Serve(g_s), s	2.6	4.0	4.1	4.2	8.0	8.0	0.6	3.4	1.1	1.5	2.2	2.3
Cycle Q Clear(g_c), s	10.7	4.0	4.1	8.3	8.0	8.0	2.9	3.4	1.1	5.0	2.2	2.3
Prop In Lane	1.00		0.20	1.00		0.08	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	341	894	906	504	894	926	366	414	351	334	393	383
V/C Ratio(X)	0.14	0.34	0.35	0.24	0.58	0.58	0.06	0.46	0.17	0.15	0.31	0.33
Avail Cap(c_a), veh/h	1015	3152	3193	1525	3152	3265	1312	1975	1674	1278	1877	1826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	6.0	6.0	8.5	7.0	7.0	14.1	13.3	12.4	15.4	12.8	12.9
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.6	0.6	0.1	0.8	0.2	0.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.8	0.5	1.6	1.6	0.1	1.2	0.3	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	6.2	6.2	8.8	7.6	7.6	14.2	14.1	12.6	15.6	13.3	13.3
LnGrp LOS	B	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h		667			1186			270			297	
Approach Delay, s/veh		6.6			7.7			13.8			13.7	
Approach LOS		A			A			B			B	

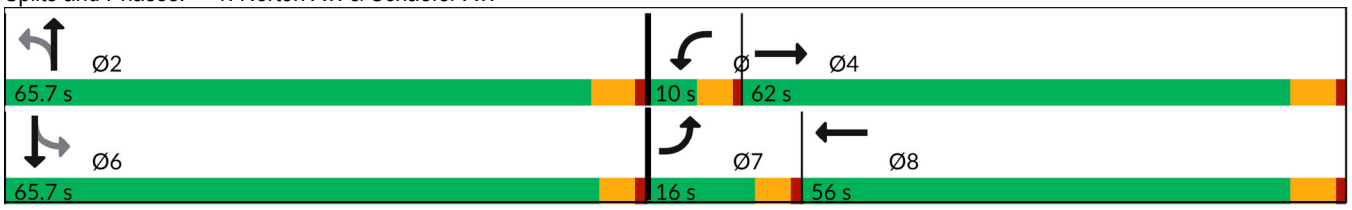
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		25.1		13.9		25.1				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		40.6		68.2		40.6		68.2				
Max Q Clear Time (g_c+I1), s		5.4		12.7		7.0		10.3				
Green Ext Time (p_c), s		1.3		4.4		1.6		9.0				

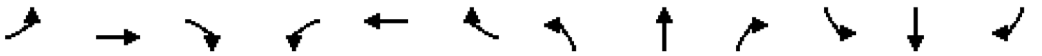
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.8									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	49	813	3	865	23	44	21	19
Future Volume (vph)	49	813	3	865	23	44	21	19
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	24.3	9.6	24.3	32.4	32.4	61.7	61.7
Total Split (s)	16.0	62.0	10.0	56.0	65.7	65.7	65.7	65.7
Total Split (%)	11.6%	45.0%	7.3%	40.7%	47.7%	47.7%	47.7%	47.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.4	4.4	3.7	3.7
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
Total Lost Time (s)	4.6	5.8	4.6	5.8		5.4		4.7
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.9	40.9	8.1	35.7		23.2		23.4
Actuated g/C Ratio	0.14	0.58	0.12	0.51		0.33		0.33
v/c Ratio	0.22	0.44	0.01	0.54		0.21		0.12
Control Delay (s/veh)	46.7	18.1	53.6	24.9		15.7		13.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	46.7	18.1	53.6	24.9		15.7		13.3
LOS	D	B	D	C		B		B
Approach Delay (s/veh)		19.7		25.0		15.8		13.3
Approach LOS		B		C		B		B

Intersection Summary	
Cycle Length: 137.7	
Actuated Cycle Length: 70.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 21.7	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Norton Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	813	12	3	865	18	23	44	41	21	19	22
Future Volume (veh/h)	49	813	12	3	865	18	23	44	41	21	19	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	55	913	13	3	972	18	26	49	22	24	21	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1765	25	7	1563	29	155	107	43	200	98	25
Arrive On Green	0.06	0.48	0.48	0.00	0.43	0.43	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1714	3642	52	1714	3624	67	358	975	391	602	890	232
Grp Volume(v), veh/h	55	452	474	3	484	506	97	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1889	1714	1805	1886	1724	0	0	1724	0	0
Q Serve(g_s), s	1.2	6.8	6.8	0.1	8.2	8.2	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	6.8	6.8	0.1	8.2	8.2	2.0	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.04	0.27		0.23	0.46		0.13
Lane Grp Cap(c), veh/h	98	875	915	7	778	813	305	0	0	323	0	0
V/C Ratio(X)	0.56	0.52	0.52	0.43	0.62	0.62	0.32	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	497	2579	2699	235	2304	2407	2717	0	0	2641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	7.0	7.0	19.5	8.7	8.7	16.5	0.0	0.0	16.0	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.5	0.5	14.5	0.8	0.8	0.6	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.4	0.1	1.9	2.0	0.7	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	7.4	7.4	34.0	9.5	9.5	17.1	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B			B		
Approach Vol, veh/h		981			993			97			52	
Approach Delay, s/veh		8.1			9.6			17.1			16.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.7	4.8	24.9	9.7	6.9	22.8
Change Period (Y+Rc), s	5.4	4.6	5.8	* 5.4	4.6	5.8
Max Green Setting (Gmax), s	60.3	5.4	56.2	* 61	11.4	50.2
Max Q Clear Time (g_c+I1), s	4.0	2.1	8.8	3.0	3.2	10.2
Green Ext Time (p_c), s	0.5	0.0	6.2	0.3	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A

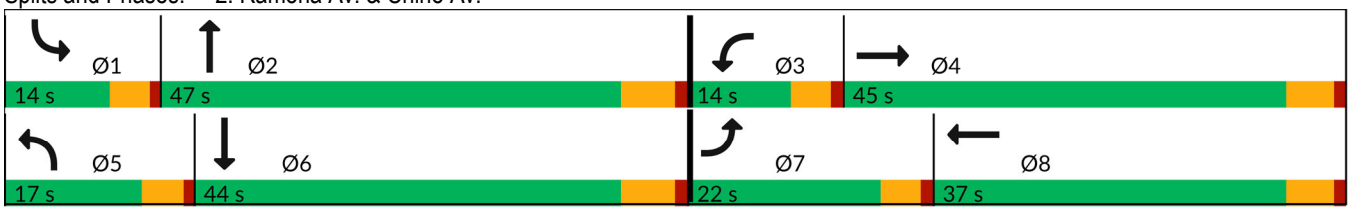
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	121	664	44	517	76	617	36	454
Future Volume (vph)	121	664	44	517	76	617	36	454
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	31.1	9.6	31.1	9.6	31.5	9.6	31.5
Total Split (s)	22.0	45.0	14.0	37.0	17.0	47.0	14.0	44.0
Total Split (%)	18.3%	37.5%	11.7%	30.8%	14.2%	39.2%	11.7%	36.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	5.8	4.6	5.8
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)	11.2	26.7	7.4	20.9	8.8	25.6	7.2	21.7
Actuated g/C Ratio	0.14	0.34	0.10	0.27	0.11	0.33	0.09	0.28
v/c Ratio	0.50	0.59	0.27	0.61	0.40	0.60	0.23	0.59
Control Delay (s/veh)	44.9	25.7	46.2	30.9	46.3	27.0	45.7	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.9	25.7	46.2	30.9	46.3	27.0	45.7	28.8
LOS	D	C	D	C	D	C	D	C
Approach Delay (s/veh)		28.5		32.0		29.0		29.8
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 77.7	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 64.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Ramona Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	664	48	44	517	64	76	617	80	36	454	127
Future Volume (veh/h)	121	664	48	44	517	64	76	617	80	36	454	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	123	678	44	45	528	64	78	630	74	37	463	109
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	1004	65	76	791	96	105	906	106	66	743	174
Arrive On Green	0.09	0.29	0.29	0.04	0.24	0.24	0.06	0.28	0.28	0.04	0.26	0.26
Sat Flow, veh/h	1714	3438	223	1714	3237	391	1714	3255	382	1714	2904	679
Grp Volume(v), veh/h	123	356	366	45	294	298	78	349	355	37	287	285
Grp Sat Flow(s),veh/h/ln	1714	1805	1856	1714	1805	1822	1714	1805	1831	1714	1805	1778
Q Serve(g_s), s	4.1	10.2	10.2	1.5	8.6	8.7	2.6	10.2	10.2	1.2	8.3	8.4
Cycle Q Clear(g_c), s	4.1	10.2	10.2	1.5	8.6	8.7	2.6	10.2	10.2	1.2	8.3	8.4
Prop In Lane	1.00		0.12	1.00		0.21	1.00		0.21	1.00		0.38
Lane Grp Cap(c), veh/h	157	527	542	76	441	446	105	503	510	66	462	455
V/C Ratio(X)	0.78	0.68	0.68	0.59	0.67	0.67	0.74	0.69	0.70	0.56	0.62	0.63
Avail Cap(c_a), veh/h	507	1215	1249	274	970	979	361	1264	1283	274	1172	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	18.4	18.4	27.6	20.1	20.1	27.2	19.0	19.0	27.8	19.4	19.4
Incr Delay (d2), s/veh	3.2	1.5	1.5	2.7	1.7	1.7	3.8	1.7	1.7	2.7	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.9	4.0	0.6	3.4	3.4	1.1	3.8	3.9	0.5	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	19.9	19.9	30.3	21.8	21.8	31.0	20.7	20.7	30.5	20.7	20.8
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		845			637			782			609	
Approach Delay, s/veh		21.2			22.4			21.7			21.4	
Approach LOS		C			C			C			C	

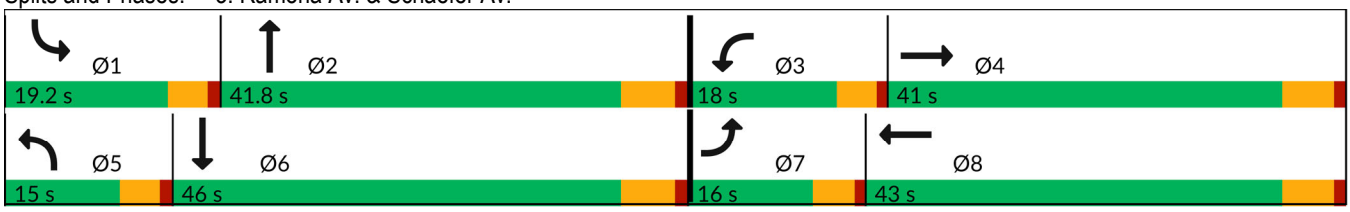
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	22.2	7.2	22.6	8.2	20.8	10.0	19.8
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4
Max Green Setting (Gmax), s	9.4	41.2	9.4	39.6	12.4	38.2	17.4	31.6
Max Q Clear Time (g_c+I1), s	3.2	12.2	3.5	12.2	4.6	10.4	6.1	10.7
Green Ext Time (p_c), s	0.0	4.2	0.0	4.4	0.0	3.3	0.1	3.3

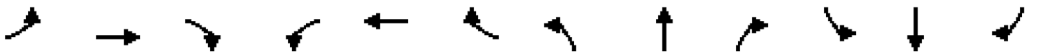
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.7
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	104	667	122	744	67	540	120	380
Future Volume (vph)	104	667	122	744	67	540	120	380
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	28.8	9.6	28.8	9.6	28.8	9.6	28.8
Total Split (s)	16.0	41.0	18.0	43.0	15.0	41.8	19.2	46.0
Total Split (%)	13.3%	34.2%	15.0%	35.8%	12.5%	34.8%	16.0%	38.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
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	5.8	4.6	5.8	4.6	5.8
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)	10.0	29.3	11.2	30.6	8.2	26.0	11.3	31.9
Actuated g/C Ratio	0.10	0.29	0.11	0.31	0.08	0.26	0.11	0.32
v/c Ratio	0.63	0.72	0.66	0.81	0.50	0.74	0.64	0.45
Control Delay (s/veh)	65.0	36.8	63.8	39.1	61.5	38.9	61.9	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.0	36.8	63.8	39.1	61.5	38.9	61.9	28.2
LOS	E	D	E	D	E	D	E	C
Approach Delay (s/veh)		40.4		42.2		41.0		34.8
Approach LOS		D		D		D		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 99.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 40.0	Intersection LOS: D
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Ramona Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	667	57	122	744	100	67	540	125	120	380	113
Future Volume (veh/h)	104	667	57	122	744	100	67	540	125	120	380	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	109	702	45	128	783	85	71	568	110	126	400	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	1009	65	160	1005	109	90	753	145	158	814	215
Arrive On Green	0.08	0.29	0.29	0.09	0.31	0.31	0.05	0.25	0.25	0.09	0.29	0.29
Sat Flow, veh/h	1714	3441	220	1714	3280	356	1714	3018	583	1714	2815	744
Grp Volume(v), veh/h	109	368	379	128	431	437	71	339	339	126	255	252
Grp Sat Flow(s),veh/h/ln	1714	1805	1856	1714	1805	1831	1714	1805	1795	1714	1805	1754
Q Serve(g_s), s	4.8	13.9	13.9	5.6	16.7	16.7	3.1	13.3	13.4	5.5	9.0	9.1
Cycle Q Clear(g_c), s	4.8	13.9	13.9	5.6	16.7	16.7	3.1	13.3	13.4	5.5	9.0	9.1
Prop In Lane	1.00		0.12	1.00		0.19	1.00		0.32	1.00		0.42
Lane Grp Cap(c), veh/h	138	529	544	160	553	561	90	450	448	158	522	507
V/C Ratio(X)	0.79	0.70	0.70	0.80	0.78	0.78	0.79	0.75	0.76	0.80	0.49	0.50
Avail Cap(c_a), veh/h	255	829	853	300	876	889	233	848	843	327	947	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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	34.6	24.0	24.0	34.0	24.2	24.2	35.9	26.6	26.6	34.1	22.5	22.6
Incr Delay (d2), s/veh	3.8	1.7	1.6	3.4	2.4	2.4	5.7	2.6	2.6	3.4	0.7	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	2.0	5.5	5.7	2.3	6.7	6.8	1.4	5.5	5.5	2.3	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	25.7	25.7	37.4	26.6	26.6	41.5	29.2	29.3	37.5	23.2	23.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		856			996			749			633	
Approach Delay, s/veh		27.3			28.0			30.4			26.1	
Approach LOS		C			C			C			C	

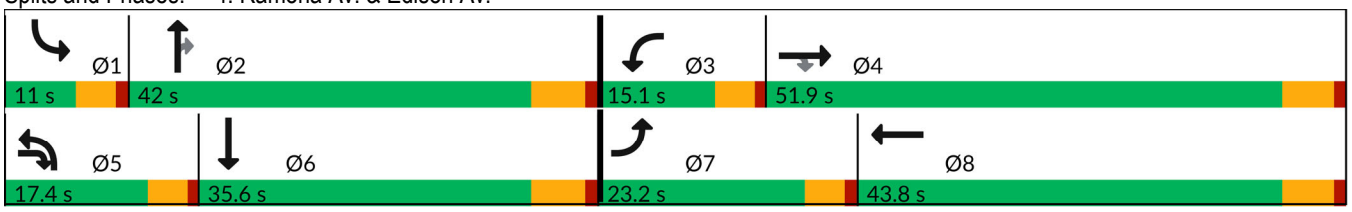
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	24.9	11.8	28.3	8.6	28.0	10.8	29.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	14.6	36.0	13.4	35.2	10.4	40.2	11.4	37.2
Max Q Clear Time (g_c+I1), s	7.5	15.4	7.6	15.9	5.1	11.1	6.8	18.7
Green Ext Time (p_c), s	0.1	3.7	0.1	4.0	0.0	2.9	0.0	4.8

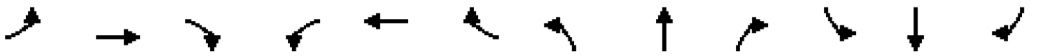
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.0
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	153	1127	122	117	888	98	452	113	29	444
Future Volume (vph)	153	1127	122	117	888	98	452	113	29	444
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	5	3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	5	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.4	9.6	9.6	34.4	9.6	34.8	34.8	9.6	34.8
Total Split (s)	23.2	51.9	17.4	15.1	43.8	17.4	42.0	42.0	11.0	35.6
Total Split (%)	19.3%	43.3%	14.5%	12.6%	36.5%	14.5%	35.0%	35.0%	9.2%	29.7%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	4.8	4.8	3.6	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	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.6	42.5	54.2	10.3	38.2	10.5	33.6	33.6	6.0	24.6
Actuated g/C Ratio	0.13	0.39	0.50	0.09	0.35	0.10	0.31	0.31	0.06	0.23
v/c Ratio	0.74	0.88	0.09	0.80	0.81	0.66	0.45	0.20	0.34	0.78
Control Delay (s/veh)	66.6	40.8	2.4	85.4	39.7	69.8	33.1	3.8	64.0	46.0
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)	66.6	40.8	2.4	85.4	39.7	69.8	33.1	3.8	64.0	46.0
LOS	E	D	A	F	D	E	C	A	E	D
Approach Delay (s/veh)		40.3			44.9		33.6			46.9
Approach LOS		D			D		C			D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 41.5	Intersection LOS: D
Intersection Capacity Utilization 77.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Ramona Av. & Edison Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1127	122	117	888	30	98	452	113	29	444	124
Future Volume (veh/h)	153	1127	122	117	888	30	98	452	113	29	444	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1800	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	170	1252	104	130	987	30	109	502	104	32	493	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	1469	1304	158	1365	42	136	936	418	51	610	140
Arrive On Green	0.12	0.41	0.41	0.09	0.38	0.38	0.08	0.26	0.26	0.03	0.21	0.21
Sat Flow, veh/h	1714	3610	2681	1714	3577	109	1714	3610	1610	1714	2906	668
Grp Volume(v), veh/h	170	1252	104	130	498	519	109	502	104	32	305	302
Grp Sat Flow(s),veh/h/ln	1714	1805	1341	1714	1805	1880	1714	1805	1610	1714	1805	1769
Q Serve(g_s), s	9.5	30.9	2.0	7.3	23.1	23.1	6.1	11.8	5.0	1.8	15.8	16.0
Cycle Q Clear(g_c), s	9.5	30.9	2.0	7.3	23.1	23.1	6.1	11.8	5.0	1.8	15.8	16.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	202	1469	1304	158	689	718	136	936	418	51	379	371
V/C Ratio(X)	0.84	0.85	0.08	0.82	0.72	0.72	0.80	0.54	0.25	0.63	0.81	0.81
Avail Cap(c_a), veh/h	325	1694	1471	183	698	727	223	1330	593	112	548	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	26.4	13.5	43.8	25.9	25.9	44.5	31.3	28.8	47.1	36.9	37.0
Incr Delay (d2), s/veh	5.5	3.9	0.0	19.6	3.6	3.5	4.2	0.5	0.3	4.7	5.6	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	12.9	0.6	3.8	9.8	10.2	2.7	4.9	1.9	0.8	7.2	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	30.4	13.5	63.4	29.6	29.4	48.7	31.8	29.1	51.8	42.5	43.2
LnGrp LOS	D	C	B	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1526			1147			715			639	
Approach Delay, s/veh		31.2			33.3			34.0			43.3	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	31.3	13.7	45.8	12.4	26.4	16.1	43.3
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Max Green Setting (Gmax), s	6.4	36.2	10.5	46.1	12.8	29.8	18.6	38.0
Max Q Clear Time (g_c+I1), s	3.8	13.8	9.3	32.9	8.1	18.0	11.5	25.1
Green Ext Time (p_c), s	0.0	3.3	0.0	7.1	0.0	2.6	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	34.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	981	948	5	9	9
Future Vol, veh/h	3	981	948	5	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	1066	1030	5	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1035	0	-	0	1572	518
Stage 1	-	-	-	-	1033	-
Stage 2	-	-	-	-	539	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	679	-	-	-	103	508
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	679	-	-	-	103	508
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	-	-	-	310
HCM Lane V/C Ratio	0.005	-	-	-	0.063
HCM Control Delay (s/veh)	10.3	-	-	-	17.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	990	951	1	5	3
Future Vol, veh/h	1	990	951	1	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1076	1034	1	5	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1035	0	-	0	1575	518
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	679	-	-	-	103	508
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	679	-	-	-	103	508
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	554	-

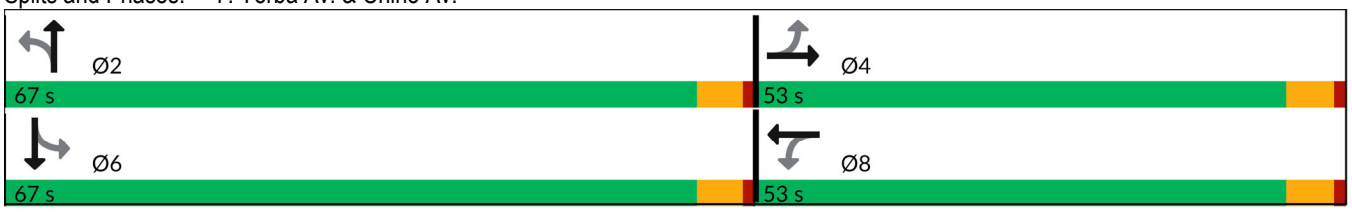
Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	679	-	-	-	282
HCM Lane V/C Ratio	0.002	-	-	-	0.031
HCM Control Delay (s/veh)	10.3	-	-	-	18.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	100	648	14	452	141	245	19	98
Future Volume (vph)	100	648	14	452	141	245	19	98
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.4	23.4	23.4	23.4	28.6	28.6	28.6	28.6
Total Split (s)	53.0	53.0	53.0	53.0	67.0	67.0	67.0	67.0
Total Split (%)	44.2%	44.2%	44.2%	44.2%	55.8%	55.8%	55.8%	55.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.1	4.1	4.1	4.1
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
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.1		5.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.9	20.9	20.9	20.9		25.2		25.2
Actuated g/C Ratio	0.36	0.36	0.36	0.36		0.44		0.44
v/c Ratio	0.39	0.57	0.08	0.41		0.69		0.27
Control Delay (s/veh)	20.9	17.5	16.1	15.5		19.4		9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)	20.9	17.5	16.1	15.5		19.4		9.7
LOS	C	B	B	B		B		A
Approach Delay (s/veh)		18.0		15.6		19.5		9.8
Approach LOS		B		B		B		A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 57.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7: Yorba Av. & Chino Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	648	40	14	452	43	141	245	53	19	98	76
Future Volume (veh/h)	100	648	40	14	452	43	141	245	53	19	98	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	109	704	30	15	491	43	153	266	47	21	107	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	415	1354	58	338	1288	112	280	390	62	127	447	173
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	884	3524	150	734	3352	293	453	1055	169	89	1211	467
Grp Volume(v), veh/h	109	360	374	15	264	270	466	0	0	174	0	0
Grp Sat Flow(s),veh/h/ln	884	1805	1869	734	1805	1840	1678	0	0	1767	0	0
Q Serve(g_s), s	4.3	6.5	6.6	0.7	4.5	4.5	7.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.8	6.5	6.6	7.2	4.5	4.5	10.1	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.16	0.33		0.10	0.12		0.26
Lane Grp Cap(c), veh/h	415	693	718	338	693	707	732	0	0	747	0	0
V/C Ratio(X)	0.26	0.52	0.52	0.04	0.38	0.38	0.64	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1063	2018	2089	876	2018	2057	2505	0	0	2568	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	10.1	10.1	12.9	9.5	9.5	11.5	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.1	0.3	0.3	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	2.0	0.1	1.3	1.3	2.9	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	10.7	10.7	12.9	9.8	9.8	12.5	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B			A		
Approach Vol, veh/h		843			549			466			174	
Approach Delay, s/veh		11.0			9.9			12.5			9.5	
Approach LOS		B			A			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.8		21.8		20.8		21.8				
Change Period (Y+Rc), s		5.1		5.4		5.1		5.4				
Max Green Setting (Gmax), s		61.9		47.6		61.9		47.6				
Max Q Clear Time (g_c+I1), s		12.1		10.8		4.9		9.2				
Green Ext Time (p_c), s		3.4		5.5		1.1		3.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	6	349	294	1
Future Vol, veh/h	3	10	6	349	294	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	11	7	379	320	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	714	321	321	0	-	0
Stage 1	321	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	401	724	1250	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	724	1250	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	609	-	-
HCM Lane V/C Ratio	0.005	-	0.023	-	-
HCM Control Delay (s/veh)	7.9	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	8	6	0	10	2	291	1	2	313	1
Future Vol, veh/h	5	0	8	6	0	10	2	291	1	2	313	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	10	8	0	13	3	378	1	3	406	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	804	798	407	803	798	379	407	0	0	379	0	0
Stage 1	413	413	-	385	385	-	-	-	-	-	-	-
Stage 2	391	385	-	418	413	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	304	321	648	304	321	672	1163	-	-	1191	-	-
Stage 1	620	597	-	642	614	-	-	-	-	-	-	-
Stage 2	637	614	-	616	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	297	319	648	298	319	672	1163	-	-	1191	-	-
Mov Cap-2 Maneuver	297	319	-	298	319	-	-	-	-	-	-	-
Stage 1	618	595	-	640	612	-	-	-	-	-	-	-
Stage 2	623	612	-	604	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.4	13.3	0.1	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	446	457	1191	-	-
HCM Lane V/C Ratio	0.002	-	-	0.038	0.045	0.002	-	-
HCM Control Delay (s/veh)	8.1	0	-	13.4	13.3	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	2	292	327	1
Future Vol, veh/h	3	8	2	292	327	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	9	2	317	355	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	677	356	356	0	-	0
Stage 1	356	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	421	693	1214	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	693	1214	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	740	-	-	-	-	-

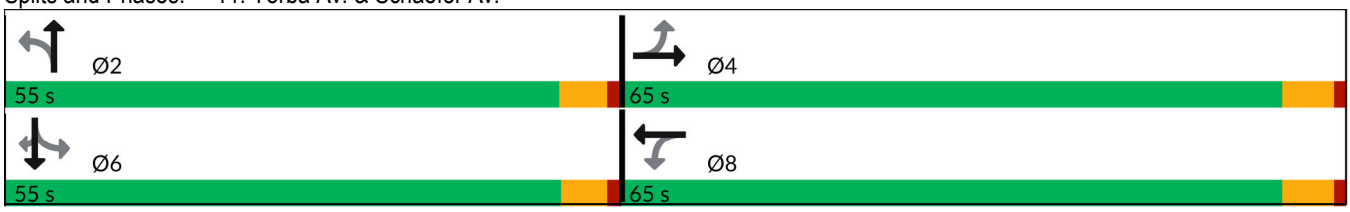
Approach	EB	NB	SB
HCM Control Delay, s/v	11.2	0.1	0
HCM LOS	B		

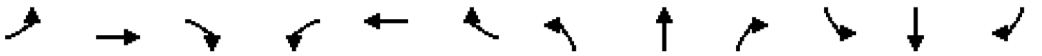
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1214	-	589	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Control Delay (s/veh)	8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	51	915	28	769	53	169	66	174	101
Future Volume (vph)	51	915	28	769	53	169	66	174	101
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.8	23.8	23.8	23.8	29.4	29.4	23.1	23.1	23.1
Total Split (s)	65.0	65.0	65.0	65.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	54.2%	54.2%	54.2%	54.2%	45.8%	45.8%	45.8%	45.8%	45.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8		5.4		5.1	5.1
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.7	24.7	24.7	24.7		17.7		18.0	18.0
Actuated g/C Ratio	0.46	0.46	0.46	0.46		0.33		0.33	0.33
v/c Ratio	0.25	0.62	0.17	0.54		0.61		0.49	0.18
Control Delay (s/veh)	14.0	13.6	13.2	12.4		20.9		19.3	4.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay (s/veh)	14.0	13.6	13.2	12.4		20.9		19.3	4.5
LOS	B	B	B	B		C		B	A
Approach Delay (s/veh)		13.6		12.5		20.9		14.9	
Approach LOS		B		B		C		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 54.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Yorba Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	915	28	28	769	51	53	169	85	66	174	101
Future Volume (veh/h)	51	915	28	28	769	51	53	169	85	66	174	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	995	29	30	836	45	58	184	57	72	189	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	358	1669	49	313	1622	87	149	293	81	200	392	435
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	640	3579	104	559	3479	187	181	1073	295	341	1434	1590
Grp Volume(v), veh/h	55	502	522	30	434	447	299	0	0	261	0	97
Grp Sat Flow(s),veh/h/ln	640	1805	1878	559	1805	1862	1549	0	0	1775	0	1590
Q Serve(g_s), s	2.8	8.8	8.8	1.8	7.3	7.3	2.7	0.0	0.0	0.0	0.0	2.0
Cycle Q Clear(g_c), s	10.1	8.8	8.8	10.6	7.3	7.3	7.8	0.0	0.0	5.1	0.0	2.0
Prop In Lane	1.00		0.06	1.00		0.10	0.19		0.19	0.28		1.00
Lane Grp Cap(c), veh/h	358	842	876	313	842	868	523	0	0	592	0	435
V/C Ratio(X)	0.15	0.60	0.60	0.10	0.52	0.52	0.57	0.00	0.00	0.44	0.00	0.22
Avail Cap(c_a), veh/h	940	2484	2585	822	2484	2562	1970	0	0	2052	0	1844
HCM Platoon Ratio	1.00	1.00	1.00	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	11.6	8.5	8.5	12.4	8.1	8.1	14.0	0.0	0.0	13.2	0.0	12.1
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.1	0.5	0.5	1.0	0.0	0.0	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.1	2.2	0.2	1.7	1.8	2.0	0.0	0.0	1.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	9.2	9.1	12.6	8.6	8.5	15.0	0.0	0.0	13.7	0.0	12.4
LnGrp LOS	B	A	A	B	A	A	B			B		B
Approach Vol, veh/h		1079			911			299			358	
Approach Delay, s/veh		9.3			8.7			15.0			13.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	17.2	25.9	17.2	25.9
Change Period (Y+Rc), s	5.4	5.8	* 5.4	5.8
Max Green Setting (Gmax), s	49.6	59.2	* 50	59.2
Max Q Clear Time (g_c+I1), s	9.8	12.1	7.1	12.6
Green Ext Time (p_c), s	1.9	8.0	2.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.3
HCM 6th LOS	B

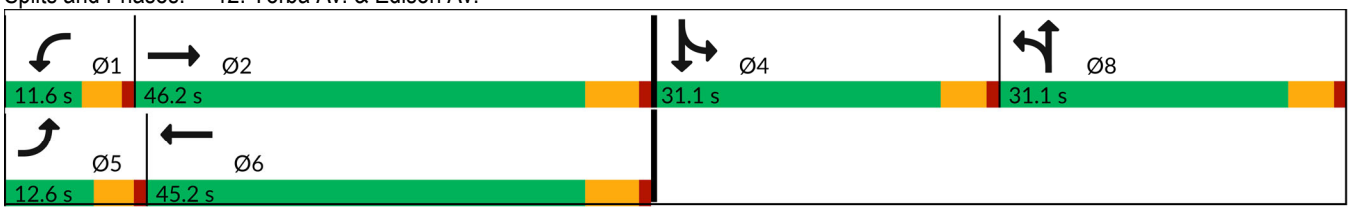
Notes

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

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	83	1171	46	883	103	90
Future Volume (vph)	83	1171	46	883	103	90
Turn Type	Prot	NA	Prot	NA	NA	NA
Protected Phases	5	2	1	6	8	4
Permitted Phases						
Detector Phase	5	2	1	6	8	4
Switch Phase						
Minimum Initial (s)	7.0	10.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.6	38.8	11.6	25.3	31.1	31.1
Total Split (s)	12.6	46.2	11.6	45.2	31.1	31.1
Total Split (%)	10.5%	38.5%	9.7%	37.7%	25.9%	25.9%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.1	4.1
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	5.8	4.6	5.8	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	8.1	41.6	7.1	37.6	21.4	21.8
Actuated g/C Ratio	0.07	0.38	0.06	0.34	0.19	0.20
v/c Ratio	0.79	1.05	0.50	0.90	0.81	0.83
Control Delay (s/veh)	92.8	76.4	69.9	46.5	58.8	57.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.8	76.4	69.9	46.5	58.8	57.9
LOS	F	E	E	D	E	E
Approach Delay (s/veh)		77.5		47.6	58.8	57.9
Approach LOS		E		D	E	E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 109.9	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 63.5	Intersection LOS: E
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: Yorba Av. & Edison Av.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1171	25	46	883	39	67	103	75	45	90	126
Future Volume (veh/h)	83	1171	25	46	883	39	67	103	75	45	90	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	1411	18	55	1064	29	81	124	48	54	108	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	1484	19	95	1397	38	96	147	57	65	129	96
Arrive On Green	0.07	0.41	0.41	0.06	0.39	0.39	0.17	0.17	0.17	0.16	0.16	0.16
Sat Flow, veh/h	1714	3650	47	1714	3590	98	579	887	343	396	791	586
Grp Volume(v), veh/h	100	697	732	55	535	558	253	0	0	242	0	0
Grp Sat Flow(s),veh/h/ln	1714	1805	1892	1714	1805	1882	1809	0	0	1773	0	0
Q Serve(g_s), s	5.7	36.8	36.8	3.1	25.3	25.3	13.4	0.0	0.0	13.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	36.8	36.8	3.1	25.3	25.3	13.4	0.0	0.0	13.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.32		0.19	0.22		0.33
Lane Grp Cap(c), veh/h	125	734	769	95	703	733	299	0	0	289	0	0
V/C Ratio(X)	0.80	0.95	0.95	0.58	0.76	0.76	0.84	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	139	741	777	122	723	754	478	0	0	469	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.9	28.2	28.2	45.4	26.1	26.1	39.8	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	22.4	21.6	21.1	2.1	4.6	4.5	7.7	0.0	0.0	7.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	18.8	19.6	1.3	10.9	11.3	6.4	0.0	0.0	6.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.4	49.8	49.4	47.5	30.7	30.6	47.6	0.0	0.0	46.9	0.0	0.0
LnGrp LOS	E	D	D	D	C	C	D			D		
Approach Vol, veh/h		1529			1148			253			242	
Approach Delay, s/veh		50.7			31.4			47.6			46.9	
Approach LOS		D			C			D			D	

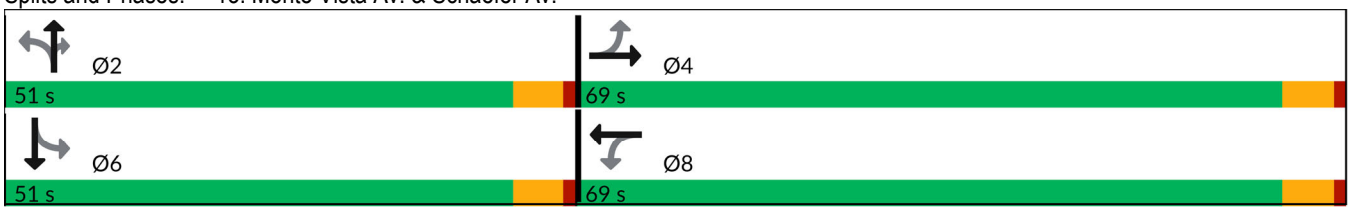
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	45.8		21.2	11.8	44.1		21.4				
Change Period (Y+Rc), s	4.6	5.8		5.1	4.6	5.8		5.1				
Max Green Setting (Gmax), s	7.0	40.4		26.0	8.0	39.4		26.0				
Max Q Clear Time (g_c+I1), s	5.1	38.8		15.0	7.7	27.3		15.4				
Green Ext Time (p_c), s	0.0	1.2		0.9	0.0	5.1		1.0				

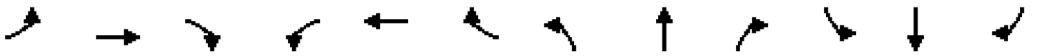
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		43.2	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	62	983	97	755	43	303	164	79	206
Future Volume (vph)	62	983	97	755	43	303	164	79	206
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	28.8	28.8	28.8	28.8	31.4	31.4	31.4	31.4	31.4
Total Split (s)	69.0	69.0	69.0	69.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	57.5%	57.5%	57.5%	57.5%	42.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.7	30.7	30.7	30.7	18.3	18.3	18.3	18.3	18.3
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.25	0.60	0.58	0.46	0.14	0.57	0.32	0.34	0.26
Control Delay (s/veh)	12.0	12.3	26.7	10.7	21.8	25.6	14.3	26.0	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.0	12.3	26.7	10.7	21.8	25.6	14.3	26.0	17.5
LOS	B	B	C	B	C	C	B	C	B
Approach Delay (s/veh)		12.3		12.5		21.7			19.6
Approach LOS		B		B		C			B

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: Monte Vista Av. & Schaefer Av.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	983	28	97	755	32	43	303	164	79	206	54
Future Volume (veh/h)	62	983	28	97	755	32	43	303	164	79	206	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adj Flow Rate, veh/h	66	1046	28	103	803	24	46	322	129	84	219	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	376	1850	50	292	1843	55	394	556	471	265	898	157
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	673	3590	96	534	3576	107	1139	1900	1610	954	3070	538
Grp Volume(v), veh/h	66	526	548	103	405	422	46	322	129	84	127	131
Grp Sat Flow(s),veh/h/ln	673	1805	1881	534	1805	1878	1139	1900	1610	954	1805	1803
Q Serve(g_s), s	4.0	11.6	11.6	9.5	8.2	8.2	1.9	8.4	3.6	4.8	3.1	3.2
Cycle Q Clear(g_c), s	12.1	11.6	11.6	21.2	8.2	8.2	5.1	8.4	3.6	13.2	3.1	3.2
Prop In Lane	1.00		0.05	1.00		0.06	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	376	930	970	292	930	968	394	556	471	265	528	528
V/C Ratio(X)	0.18	0.57	0.57	0.35	0.44	0.44	0.12	0.58	0.27	0.32	0.24	0.25
Avail Cap(c_a), veh/h	758	1956	2038	595	1956	2035	951	1485	1259	732	1411	1410
HCM Platoon Ratio	1.00	1.00	1.00	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	12.6	9.7	9.7	16.9	8.8	8.8	17.7	17.6	15.9	23.2	15.7	15.7
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.7	0.3	0.3	0.1	1.0	0.3	0.7	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.3	3.4	1.0	2.3	2.4	0.4	3.3	1.2	1.0	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	10.2	10.2	17.6	9.2	9.1	17.8	18.5	16.2	23.9	15.9	16.0
LnGrp LOS	B	B	B	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		1140			930			497			342	
Approach Delay, s/veh		10.3			10.1			17.9			17.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		35.9		22.5		35.9				
Change Period (Y+Rc), s		5.4		5.8		5.4		5.8				
Max Green Setting (Gmax), s		45.6		63.2		45.6		63.2				
Max Q Clear Time (g_c+I1), s		10.4		14.1		15.2		23.2				
Green Ext Time (p_c), s		2.5		8.6		1.9		6.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.4									
HCM 6th LOS			B									

APPENDIX 7.3: HORIZON YEAR (2045) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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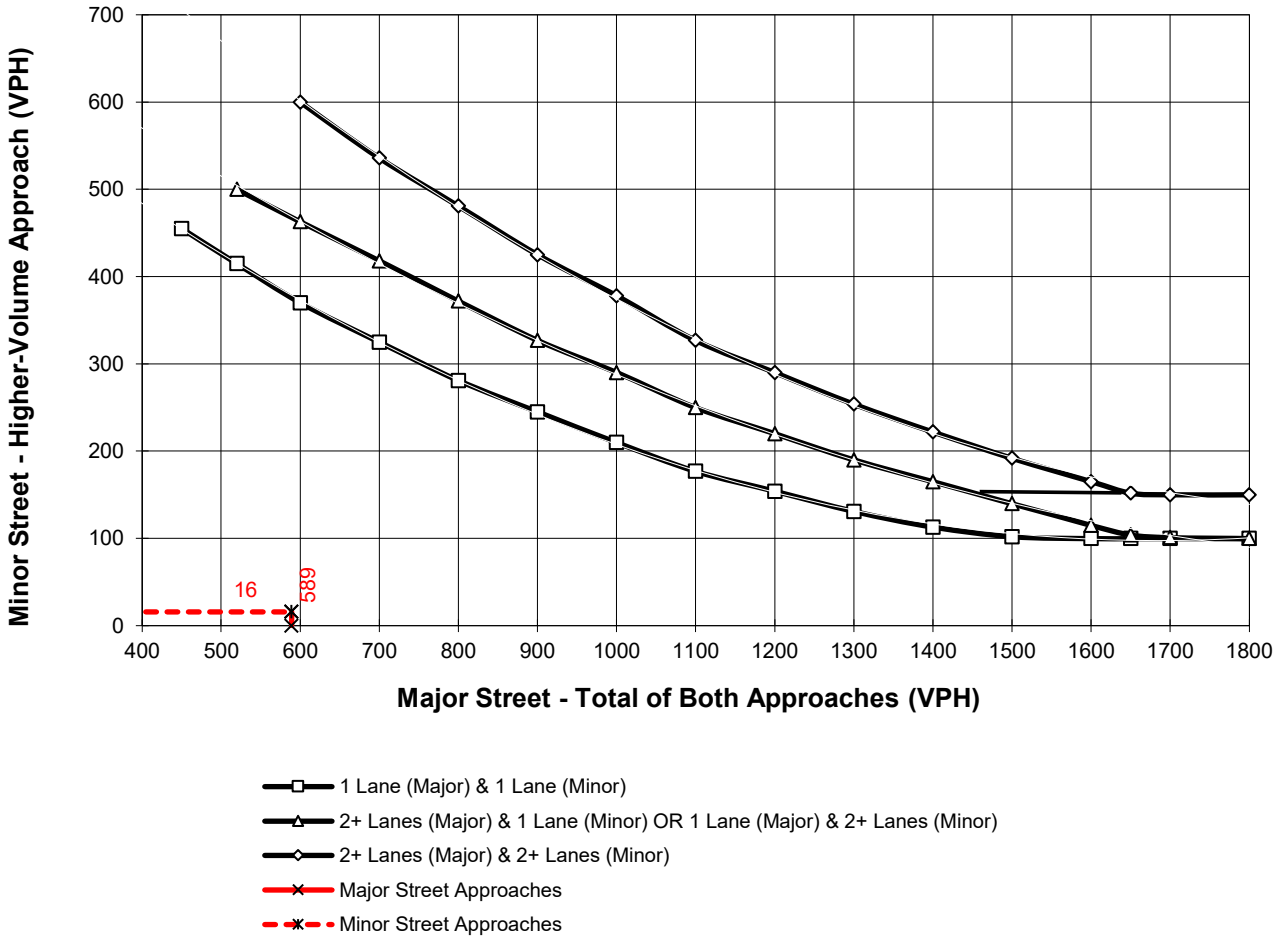
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2045) Without Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **589**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **16**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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

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APPENDIX 7.4: HORIZON YEAR (2045) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY (2045) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: **Schaefer Av.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **21,273** vpd Minor Street Future ADT = **98** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……..

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **21,273**	*1* **98**	9,600 *	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **21,273**	*1* **98**	14,400 *	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 4% **B** 8%				

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)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY (2045) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: Schaefer Av.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 2				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **21,296** vpd Minor Street Future ADT = **35** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	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	Urban	Rural	Urban	Rural
XX Satisfied / XX Not Satisfied				
Number of lanes for moving traffic on each approach				
1 Major Street / *1* Minor Street	8,000	5,600	2,400	1,680
2 + **21,296** Major Street / *1* **35** Minor Street	9,600 *	6,720	2,400	1,680
2 + Major Street / *2* + Minor Street	9,600	6,720	3,200	2,240
1 Major Street / *2* + Minor Street	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)	
Satisfied / XX Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
1 Major Street / *1* Minor Street	12,000	8,400	1,200	850
2 + **21,296** Major Street / *1* **35** Minor Street	14,400 *	10,080	1,200	850
2 + Major Street / *2* + Minor Street	14,400	10,080	1,600	1,120
1 Major Street / *2* + Minor Street	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / XX Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 1% **B** 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY (2045) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: Yorba Av.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 3				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,662** vpd Minor Street Future ADT = **75** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …… [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
XX	*1*	*1*	8,000	5,600	2,400	1,680
CONDITION A - Minimum Vehicular Volume	*2* + **6,662**	*1* **75**	9,600	6,720	2,400	1,680
Satisfied / Not Satisfied **XX**	*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)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied **XX**	*1*	*1*	12,000	8,400	1,200	850
	2 + **6,662**	*1* **75**	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 Satisfied / Not Satisfied **XX**			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 3%	**B** 6%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

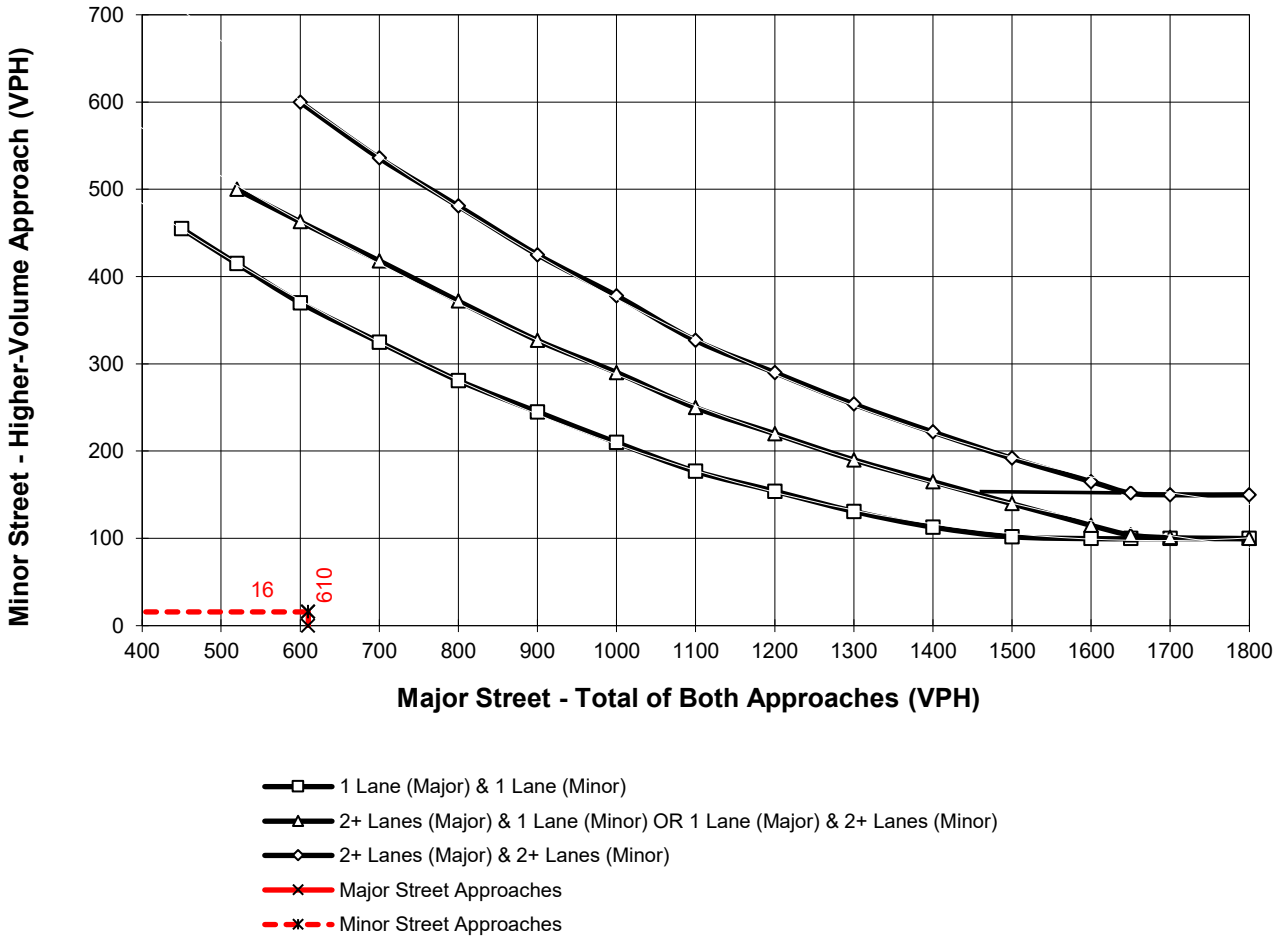
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Horizon Year (2045) With Project Conditions - Weekday PM Peak Hour**

Major Street Name = **Yorba Av.**
Total of Both Approaches (VPH) = **610**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Driveway**
High Volume Approach (VPH) = **16**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*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-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	HY (2045) WP
				CALC CS	DATE 05/31/24
Jurisdiction: City of Chino				CHK CS	DATE 05/31/24
Major Street: Yorba Av.				Critical Approach Speed (Major)	25 mph
Minor Street: Driveway 5				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,301** vpd Minor Street Future ADT = **47** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …… [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	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	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **6,301** / *1* **47**	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)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **6,301** / *1* **47**	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				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 2% B: 4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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