

## Appendix K Measure U Growth Management Analysis

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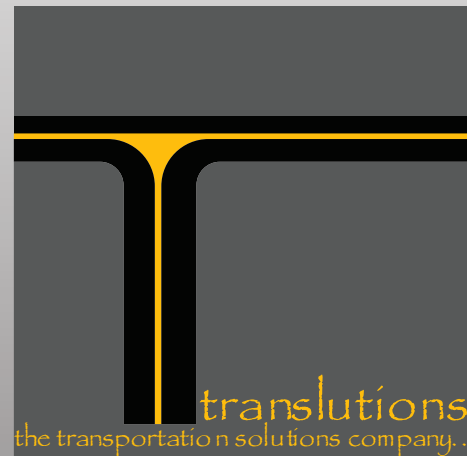
**TENNESSEE STREET  
AND LUGONIA AVENUE  
MIXED-USE**

**MEASURE U GROWTH  
MANAGEMENT ANALYSIS**

**OCTOBER 12, 2023**

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## 1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the Measure U Growth Management analysis prepared for the proposed Tennessee Street and Lugonia Avenue mixed-use development project. The project includes the construction of 460 multi-family residences and 17,764 square feet of retail space. The project site is located on the northeast corner of Tennessee Street and Lugonia Avenue in the City of Redlands (City), San Bernardino County.

### 1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic analysis established by the City of Redland's Growth Management Measure U. Measure U is a local growth management initiative adopted by Redlands and contains policies for traffic levels of service. Furthermore, level of service is no longer evaluated under the California Environmental Quality Act (CEQA) and is no longer included in CEQA environmental documents. CEQA now uses Vehicle Miles Traveled (VMT) as the metric for environmental traffic impacts. The City continues to use level of service analysis for purposes of evaluating a proposed project's compliance with the General Plan and Measure U. Therefore, this analysis includes a level of service analysis. A separate report will be submitted that contains the VMT analysis for the project. The study area, analysis scenarios, and analysis methodologies are based on the Measure U guidelines and in discussion with City staff.

### 1.2 Project Location & Study Area

The project is located on the northeast corner of Tennessee Street and Lugonia Avenue. The project proposes the construction of 460 multi-family dwelling units and 17,764 square feet of retail space.

Figure 1 shows the regional location of the project. The project opening year is 2024. Figure 2 illustrates the site plan of the proposed project. Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections for traffic operations:

#### Study Intersections

1. State Route 210 Eastbound Ramps and San Bernardino Avenue.
2. State Route 210 Westbound Ramps-Tennessee Street and San Bernardino Avenue.
3. Tennessee Street and Pennsylvania Avenue.
4. Tennessee Street and Driveway 1.
5. Tennessee Street and Lugonia Avenue.
6. Tennessee Street and Interstate 10 Westbound Ramps.
7. Tennessee Street and Interstate 10 Eastbound Ramps.
8. Tennessee Street and Colton Avenue.
9. Tennessee Street and Redlands Avenue.

The study area intersections are shown in Figure 3.

This report analyzes weekday daily, a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

### 1.3 Analysis Scenarios

This report analyzes traffic operations for the following scenarios:

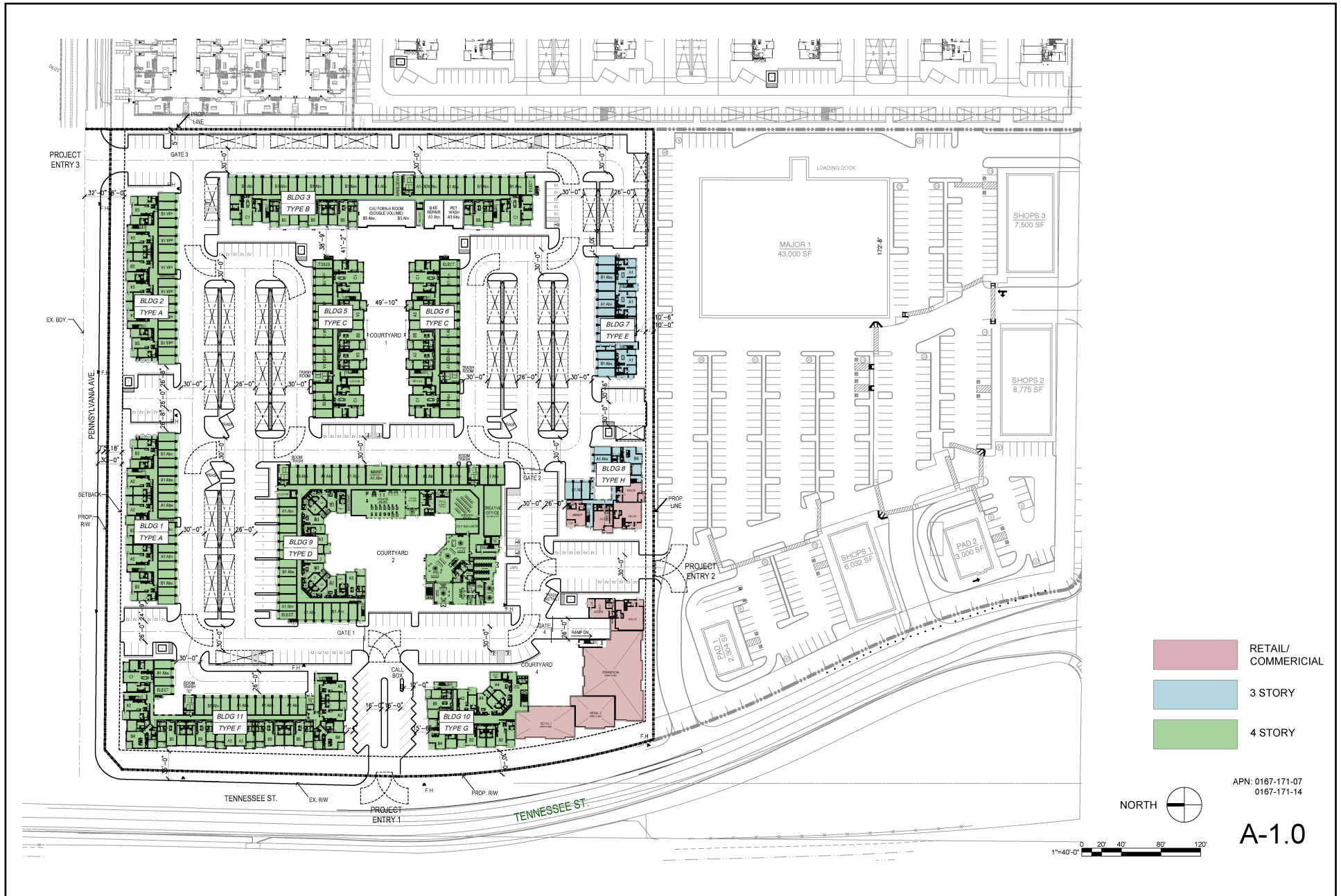
1. Existing Without Project Conditions.
2. Existing With Project Conditions.



**FIGURE 1**

**Tennessee St. and Lugonia Ave. Mixed-Use Regional Project Location**





Source: A O Architects (6/24/2023)

FIGURE 2

Tennessee Street and Lugonia Avenue Mixed-Use  
 Site Plan





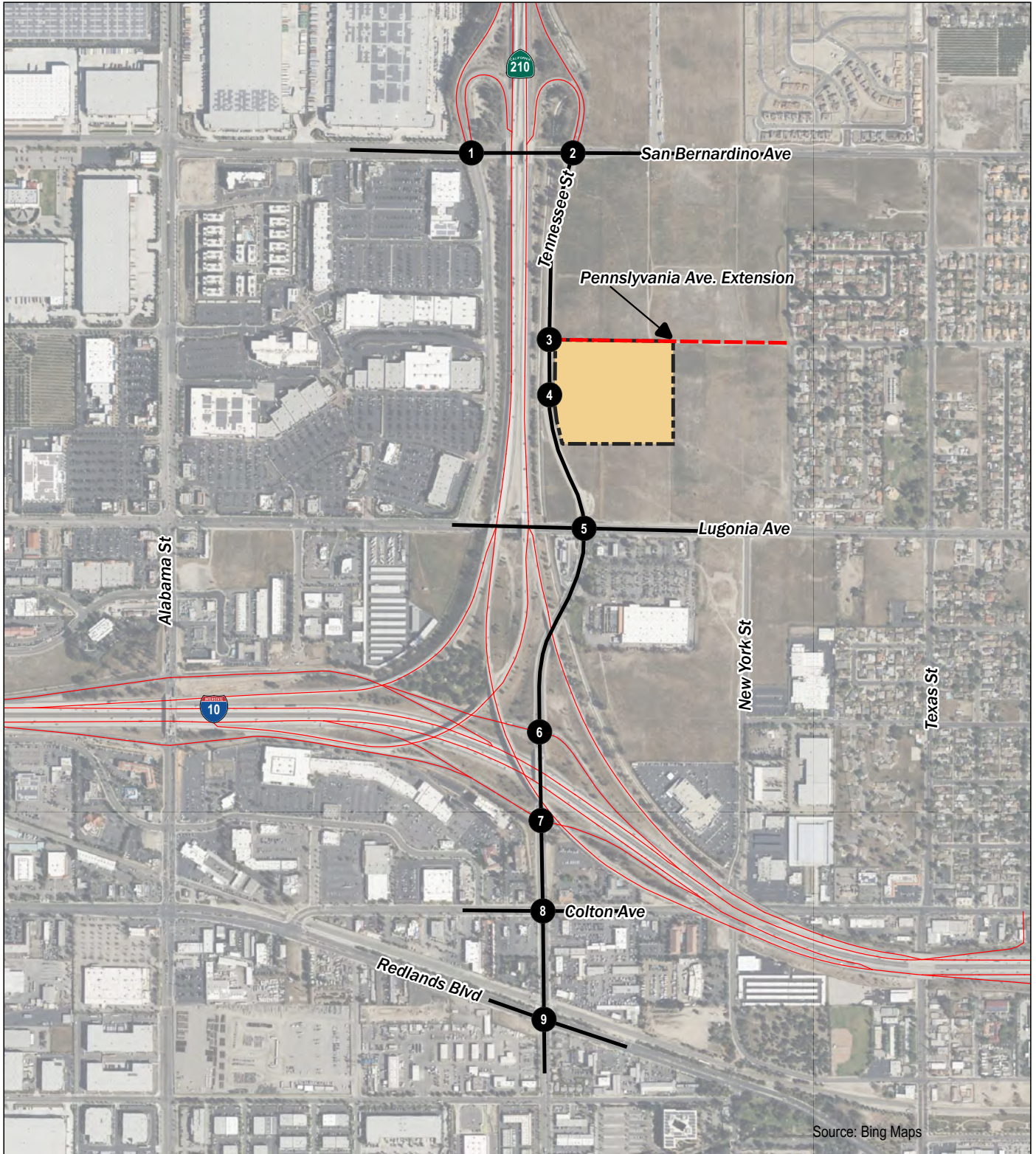


FIGURE 3

Legend

-  Project Site
-  Study Area Intersections
-  Pennsylvania Ave Extension

Tennessee St. and Lugonia Ave. Mixed-Use Study Area Intersections

## 2.0 PROJECT DESCRIPTION

The project proposes the construction of 460 multi-family dwelling units and 17,764 square feet of retail space. Access to the project will be provided by the Pennsylvania Avenue extension and one full-access driveway on Tennessee Street.

### 2.1 Project Trip Generation

Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition) for Land Use 220 "Multifamily Housing (Low-Rise)", Land Use 221 "Multifamily Housing (Mid-Rise)", and Land Use 822 "Strip Retail Plaza (<40k)". The project includes a mix of retail and residential uses and therefore, will have trips that are internal to the project (e.g., a trip from the residential use to the retail use). Internal trips were calculated using the ITE internal capture methodologies. In addition, retail uses typically draw some of its trips from the adjacent street traffic. Such trips are not actually "new" trips from the project on the adjacent circulation system. These trips are referred to as "pass-by" trips. By definition, pass-by trips are trips that are on the roadway immediately adjacent to the project which make intermediate stops on the way from an origin to a primary trip destination without route diversion. Table A shows a summary of the project trip generation. As shown in Table A, after accounting for internal and pass-by trips, the project is anticipated to generate 195 net external trips during the a.m. peak hour, 245 net external trips during the p.m. peak hour, and 2,704 net external daily trips.

### 2.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were developed based on location of local/regional destinations and in consultation with City staff. Trip distributions were developed separately for residential and retail uses. Figures 4 and 5 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the residential uses. Figures 6 and 7 illustrate the project trip distribution and the resulting project trips at the proposed study intersections for the retail uses. The total net external trips are shown in Figure 8. The pass-by trip distribution and assignment are shown in Figures 9 and 10. The total net external with pass-by trips are shown in Figure 11.

## 3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream, and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent with City guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

### 3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6<sup>th</sup> Edition (HCM) delay methodologies using Synchro 11 software, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for un-signalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

### 3.2 Intersection Measure U Policy Requirements

The City's Measure U policy has established minimum target Levels of Services for study area intersections and roadways. The City LOS standards include the following:

- Maintain LOS C or better as the standard at all intersections presently at LOS C or better.

**Table A - Project Trip Generation**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Residential</b>								
Trip Generation Rates <sup>1</sup>		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation	135 DU	13	41	54	43	26	69	910
Internal Trips		(1)	(1)	(2)	(3)	(2)	(5)	(80)
Net Trip Generation		12	40	52	40	24	64	830
<b>Residential</b>								
Trip Generation Rates <sup>2</sup>		0.09	0.28	0.37	0.24	0.15	0.39	4.54
Trip Generation	325 DU	28	92	120	77	50	127	1,476
Internal Trips		(1)	(1)	(2)	(6)	(5)	(11)	(131)
Net Trip Generation		27	91	118	71	45	116	1,345
<b>Retail</b>								
Trip Generation Rates <sup>3</sup>		1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation	17.764 TSF	25	17	42	59	59	118	967
Internal Trips		0	0	0	(4)	(6)	(10)	(86)
Net Trip Generation		25	17	42	55	53	108	881
Pass By Rate <sup>A</sup>				40%			40%	40%
Pass By Trips		(8)	(9)	(17)	(21)	(22)	(43)	(352)
Net After Pass-By		17	8	25	34	31	65	529
<b>Total Net Trip Generation</b>		<b>56</b>	<b>139</b>	<b>195</b>	<b>145</b>	<b>100</b>	<b>245</b>	<b>2,704</b>

<sup>1</sup> Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

<sup>2</sup> Trip generation based on rates for Land Use 221 - "Multifamily Housing (Mid-Rise)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

<sup>3</sup> Trip generation based on rates for Land Use 822 - "Strip Retail Plaza(<40k)" from Institute of Transportation Engineers' (ITE) Trip Generation (11th Edition).

<sup>A</sup> Daily Pass-by rates for Land Use 822 (Strip Retail Plaza) are based on pass-by rates for Land Use 821 (Shopping Plaza) from ITE Trip Generation (11th Edition). Rates for a.m. peak hour and daily are assumed to be same as p.m. peak hour rate.

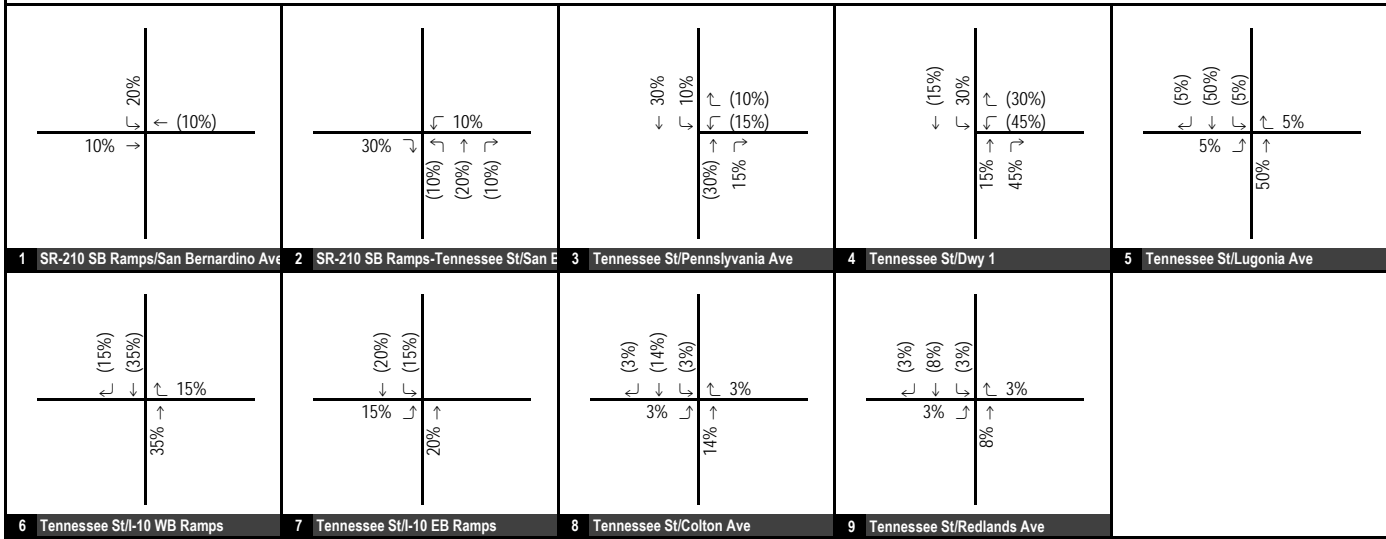
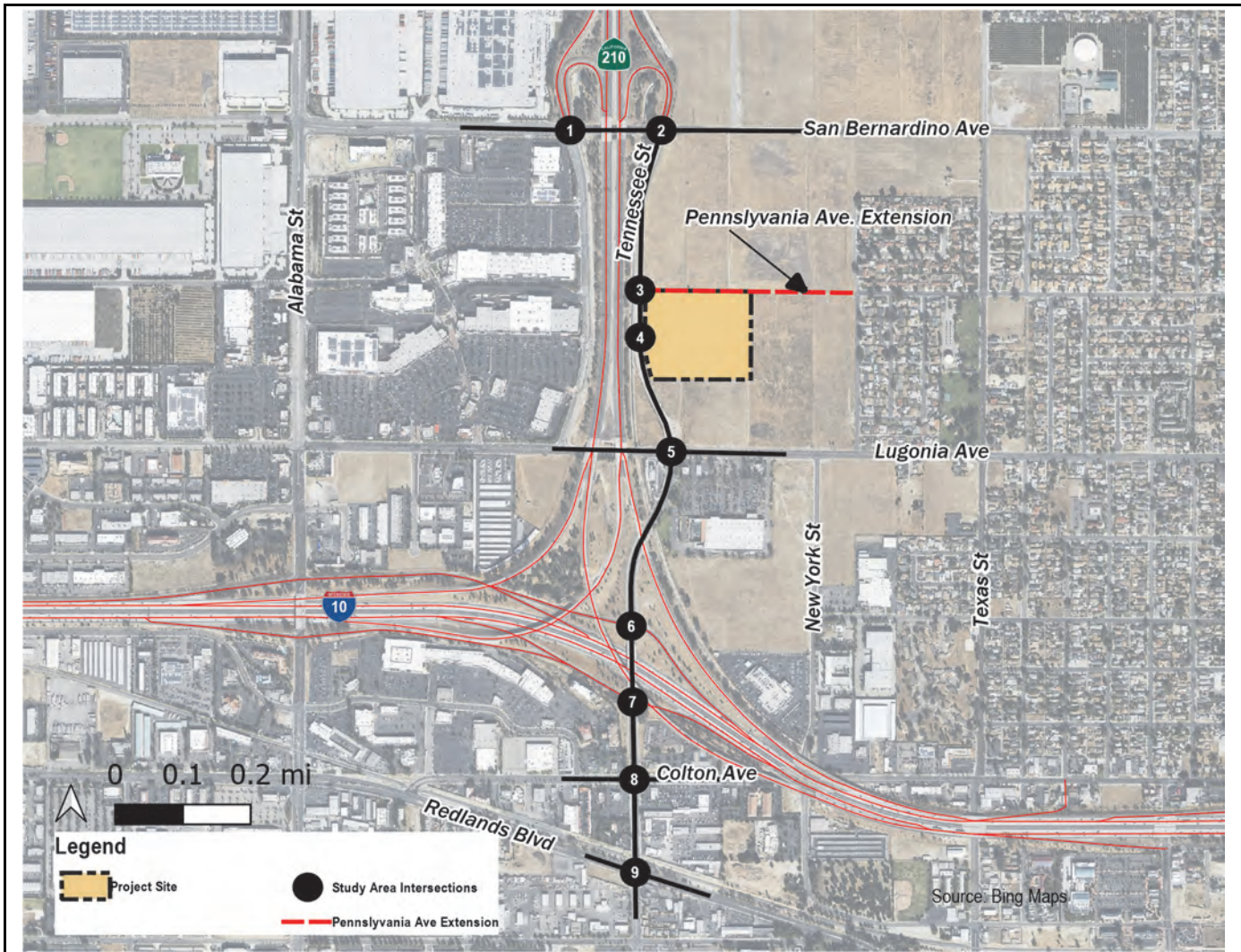


FIGURE 4

XX%(YY%) Inbound%(Outbound%) Distribution

### Tennessee Street and Lugonia Avenue Mixed-Use Project Trip Distribution (Residential)



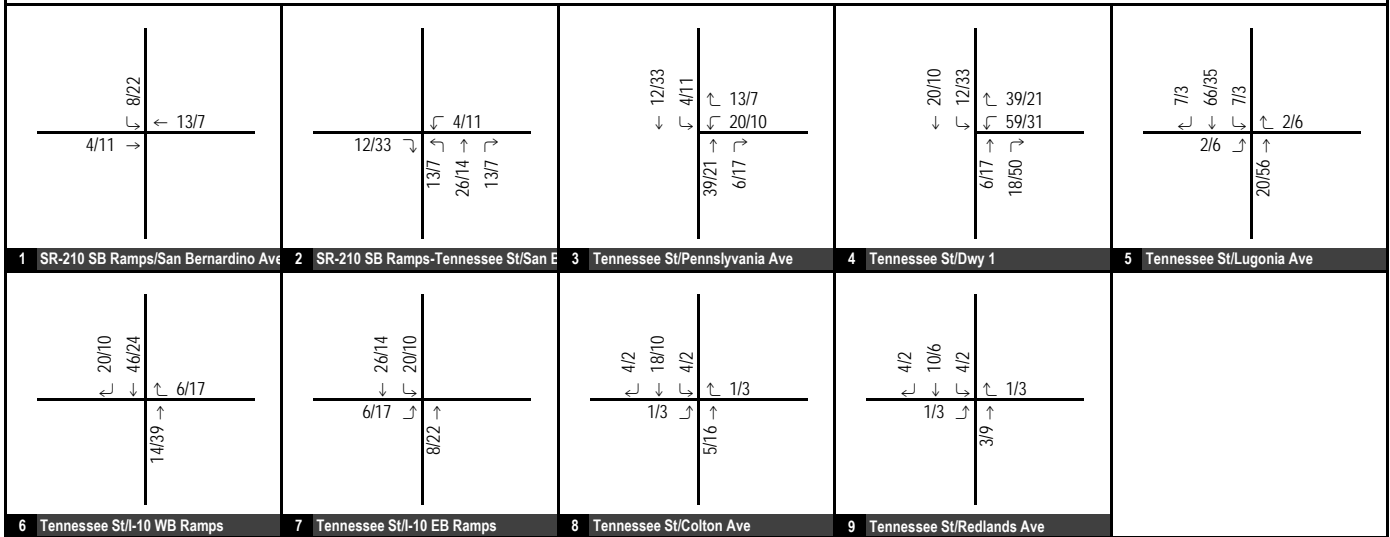
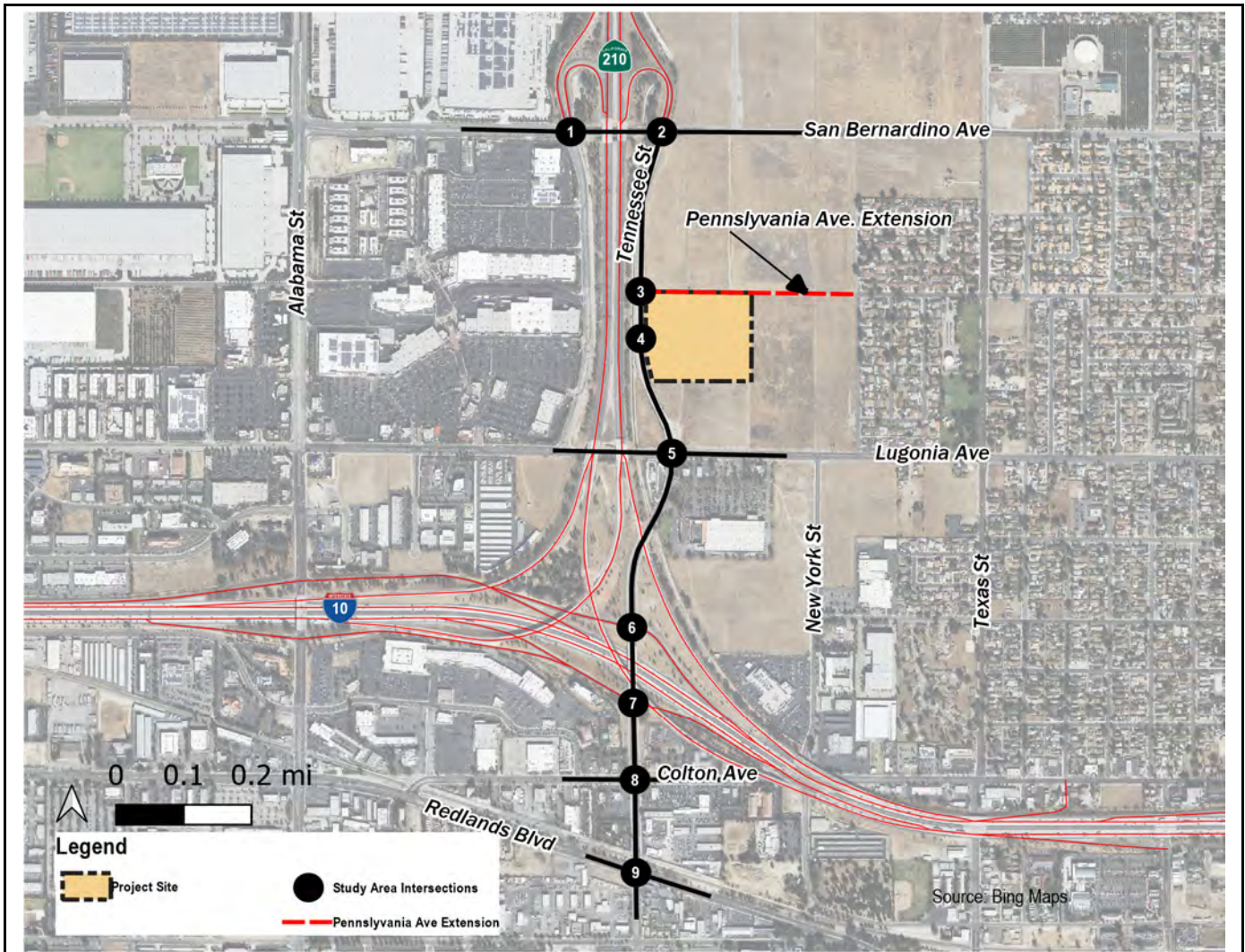


FIGURE 5

XX/YY AM/PM Peak Hour Project Trips

Tennessee Street and Lugonia Avenue Mixed-Use Project Trip Assignment (Residential)



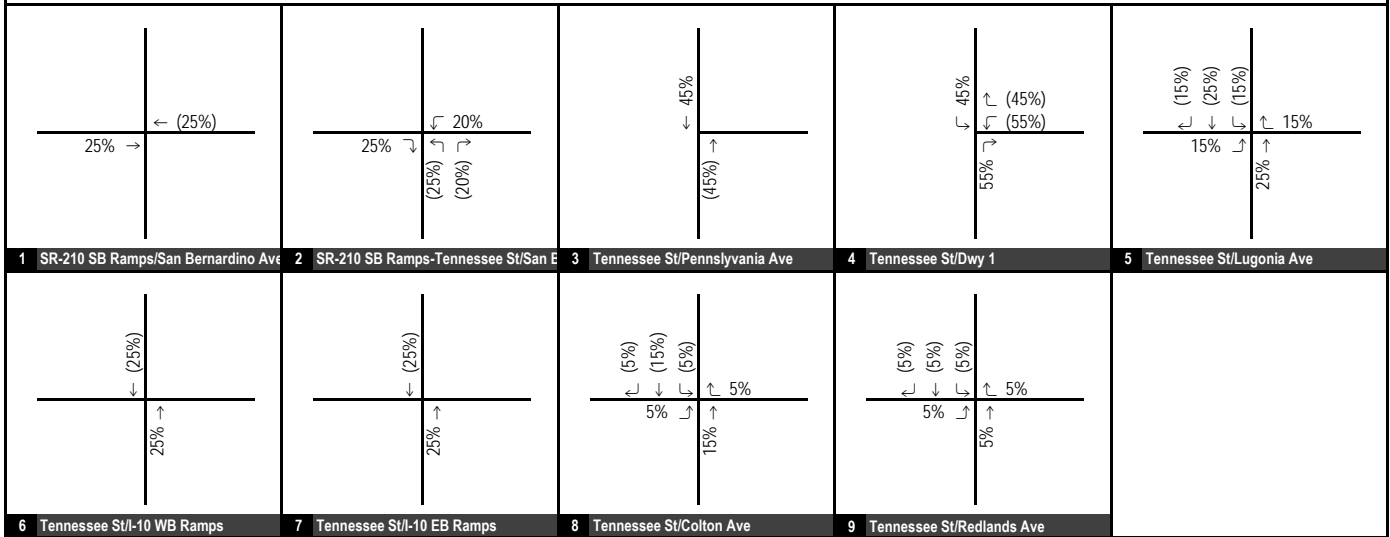
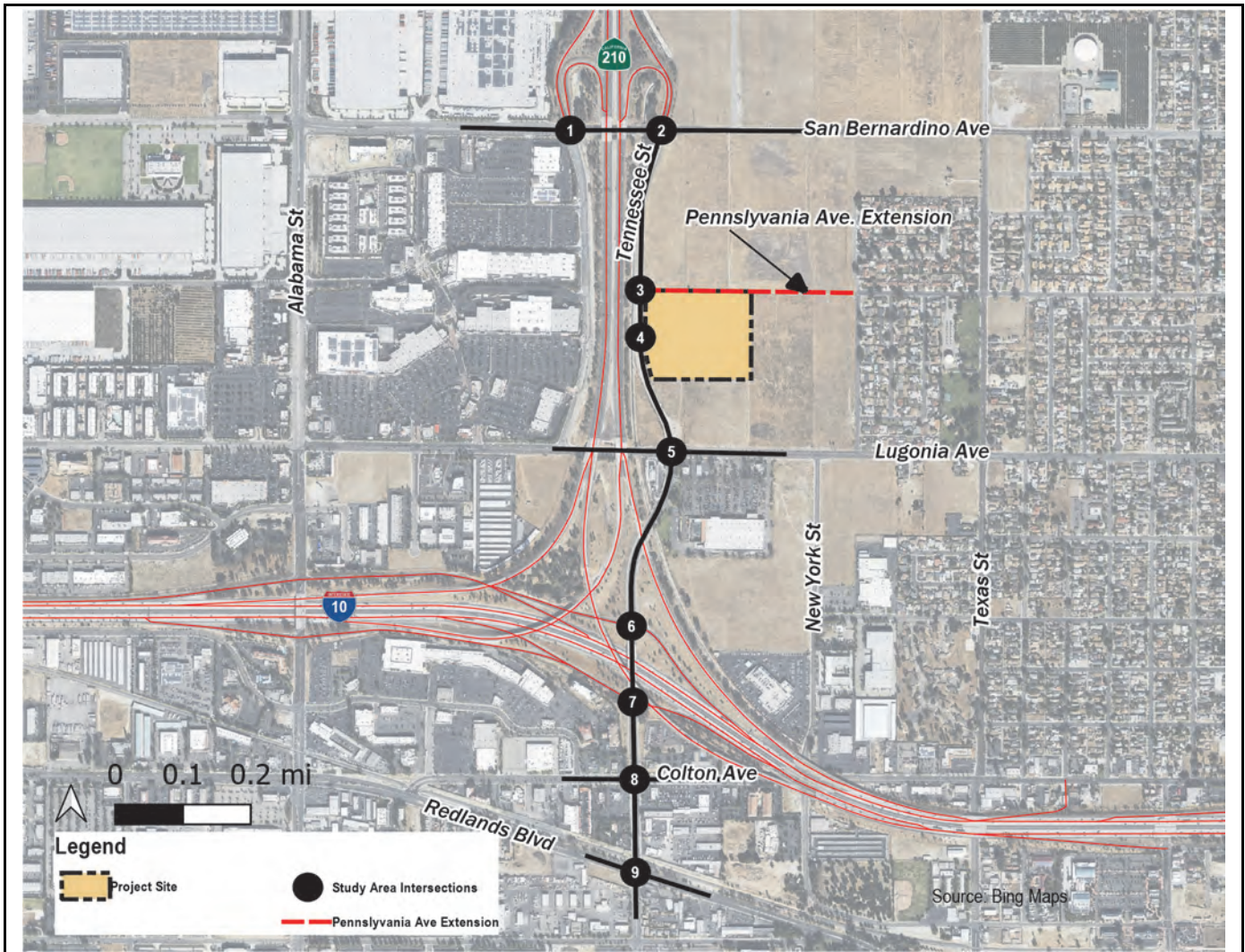


FIGURE 6

xx%(yy%) Inbound%(Outbound%) Distribution

### Tennessee Street and Lugonia Avenue Mixed-Use Project Trip Distribution (Retail)



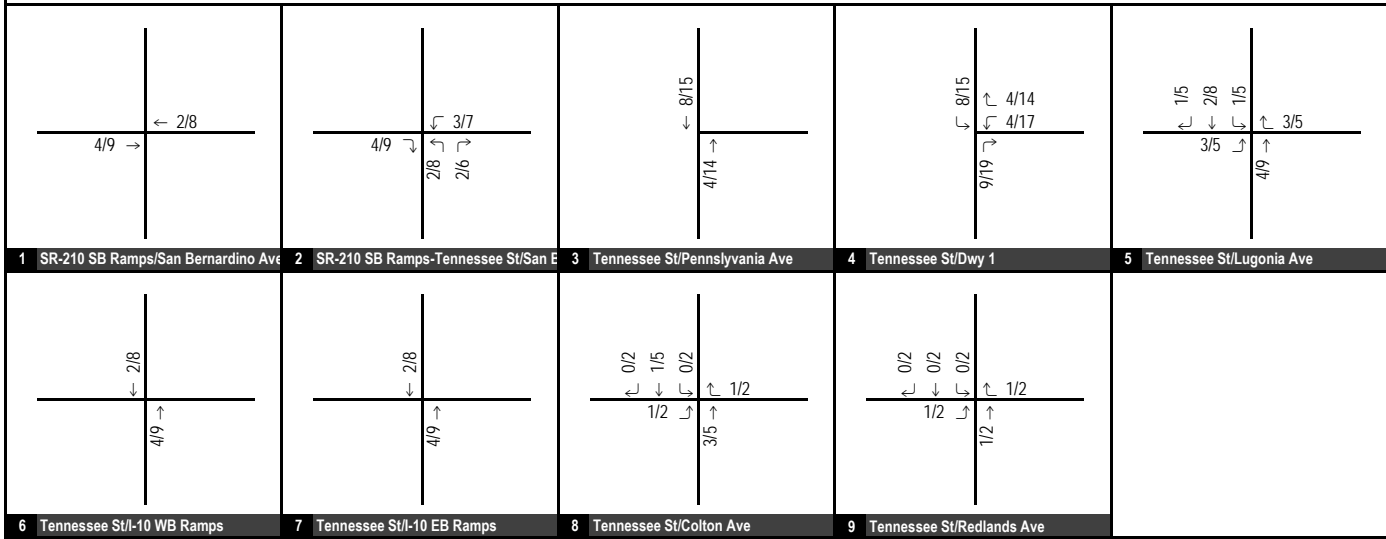
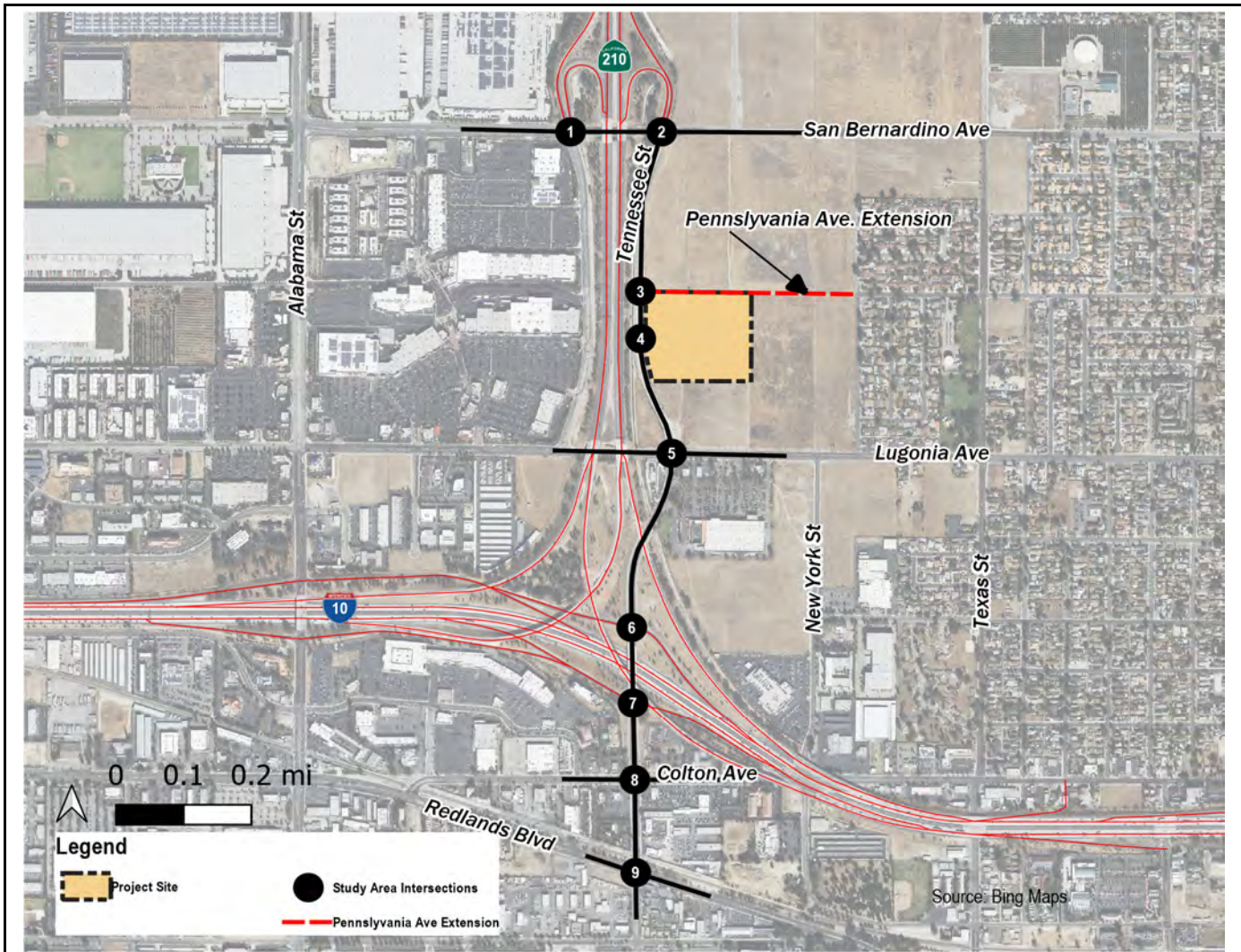


FIGURE 7

xx/yy AM/PM Peak Hour Project Trips

Tennessee Street and Lugonia Avenue Mixed-Use Project Trip Assignment (Retail)



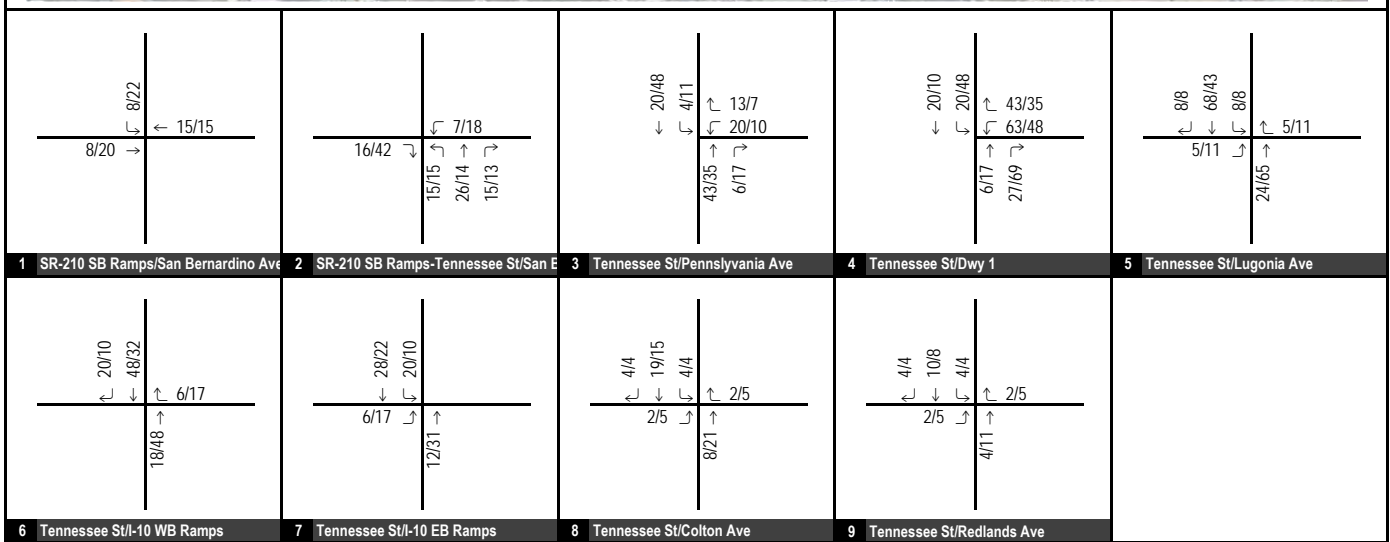
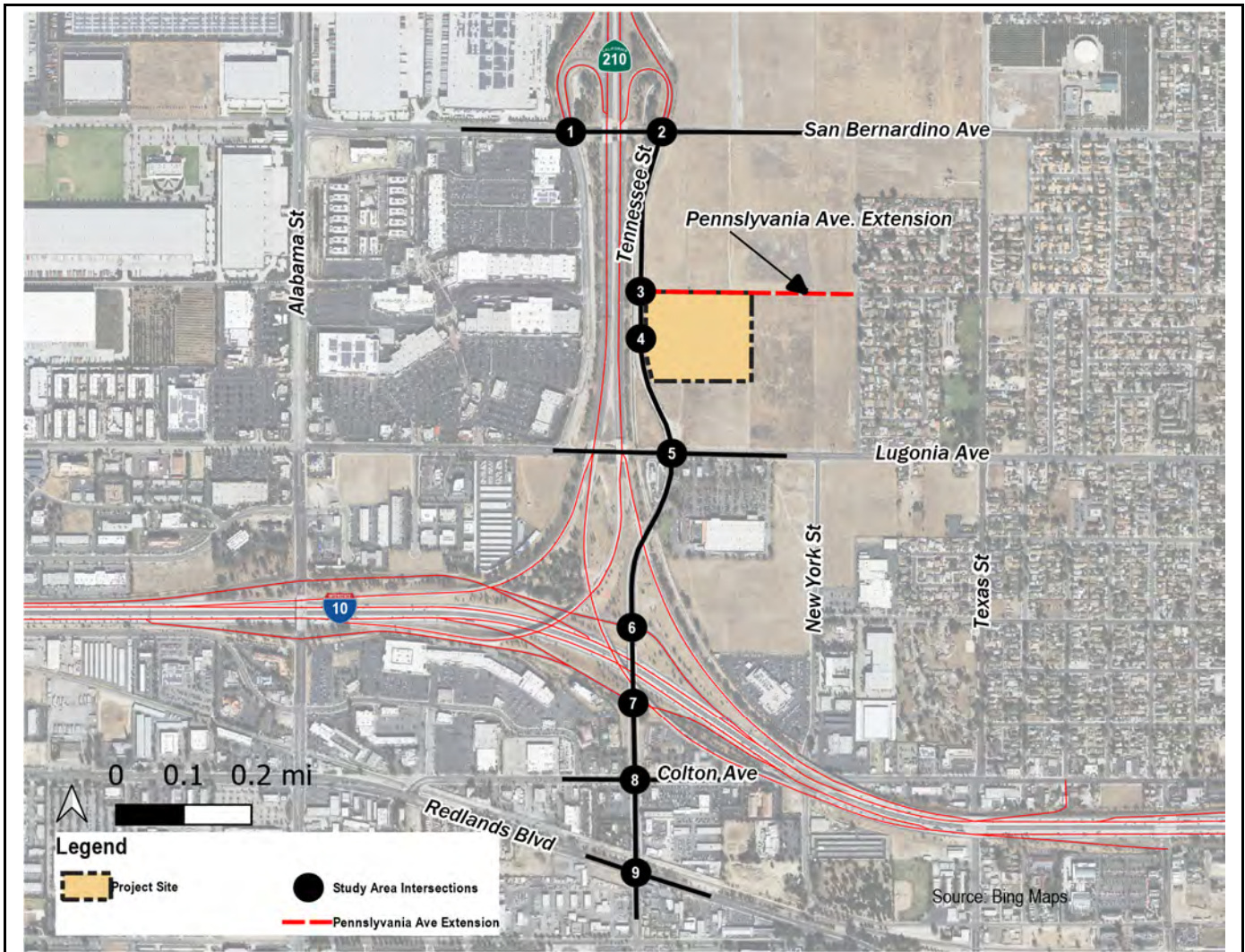


FIGURE 8

xx/yy AM/PM Peak Hour Project Trips

Tennessee Street and Lugonia Avenue Mixed-Use  
Total Net External Trip Assignment





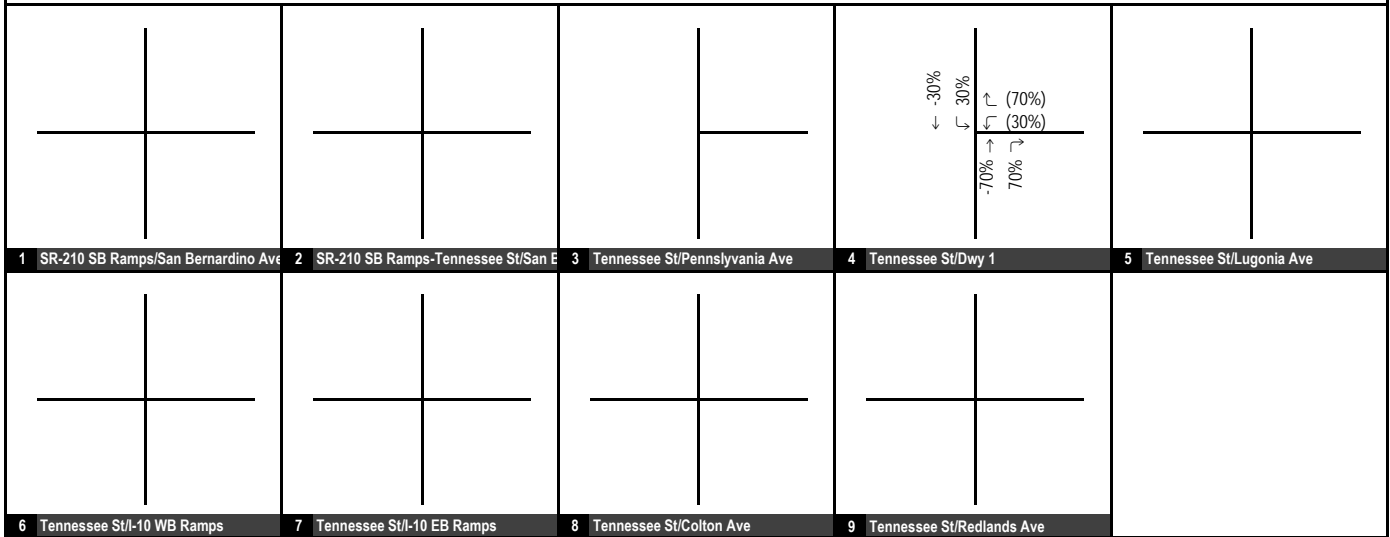
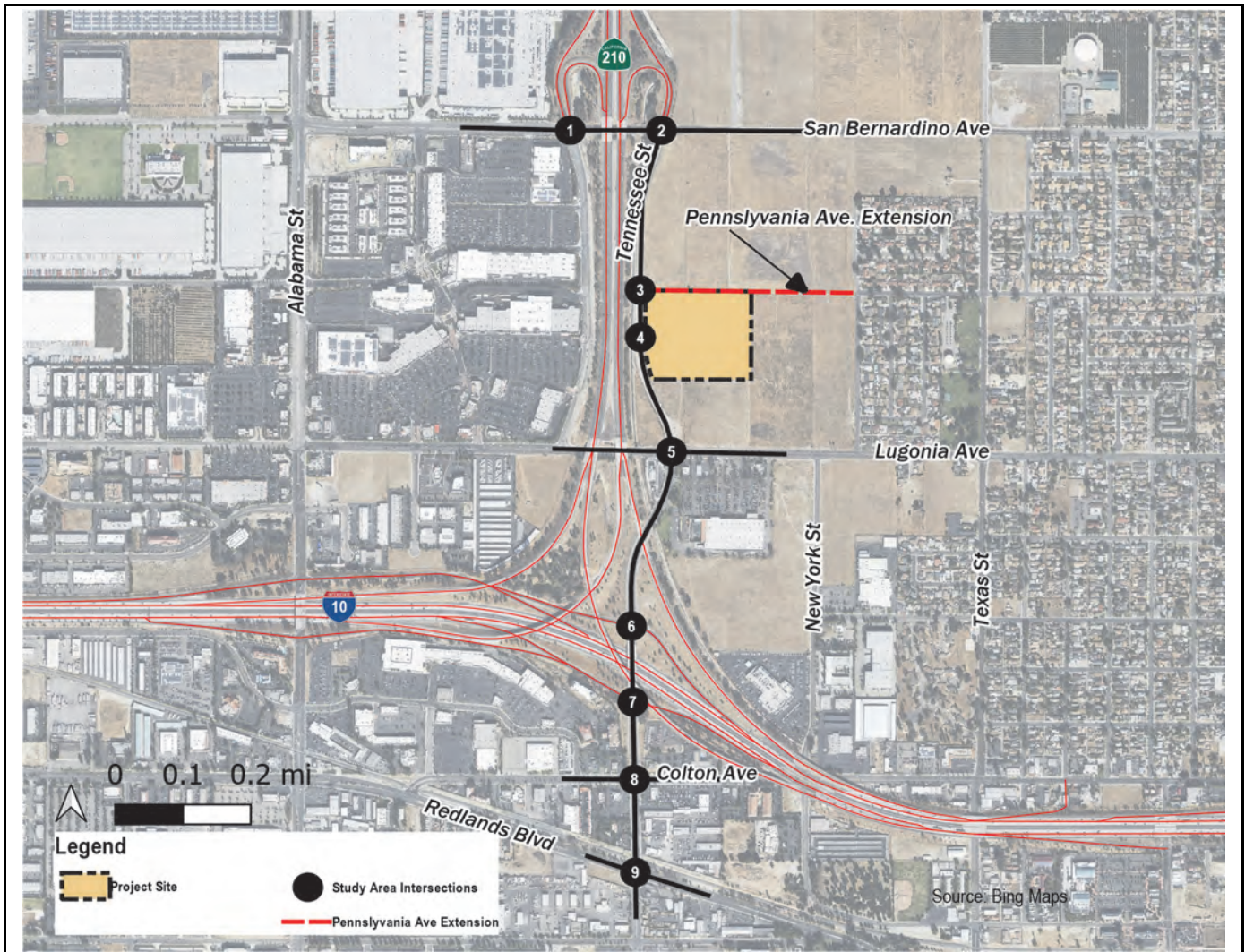


FIGURE 9

xx%(yy%) Inbound%(Outbound%) Distribution

Tennessee Street and Lugonia Avenue Mixed-Use Pass-by Trip Distribution



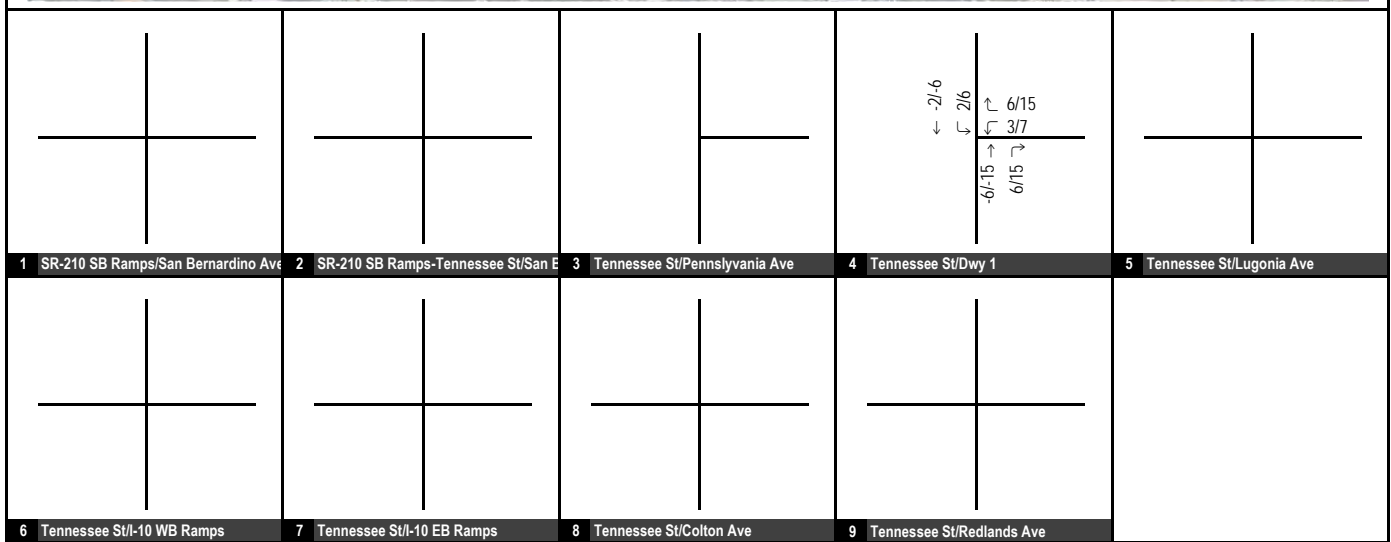
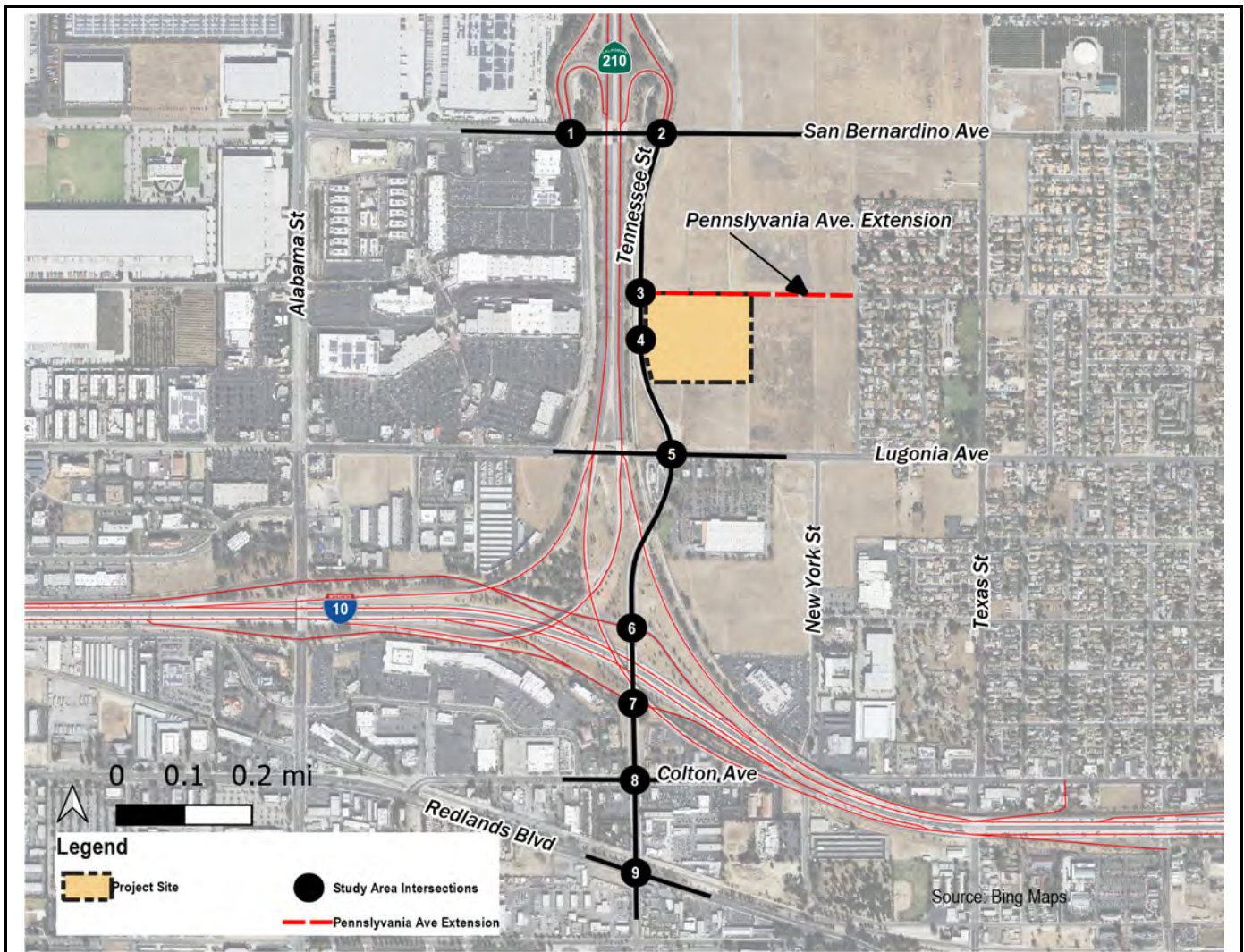


FIGURE 10

xx/yy AM/PM Peak Hour Project Trips

### Tennessee Street and Lugonia Avenue Mixed-Use Pass-by Trip Assignment



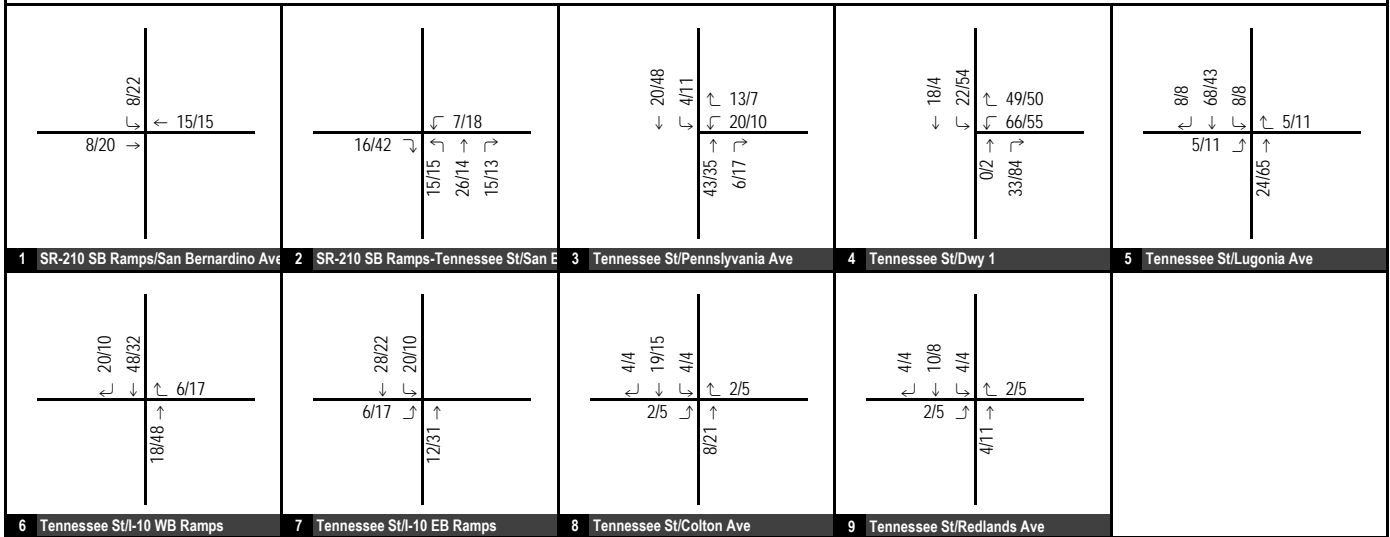
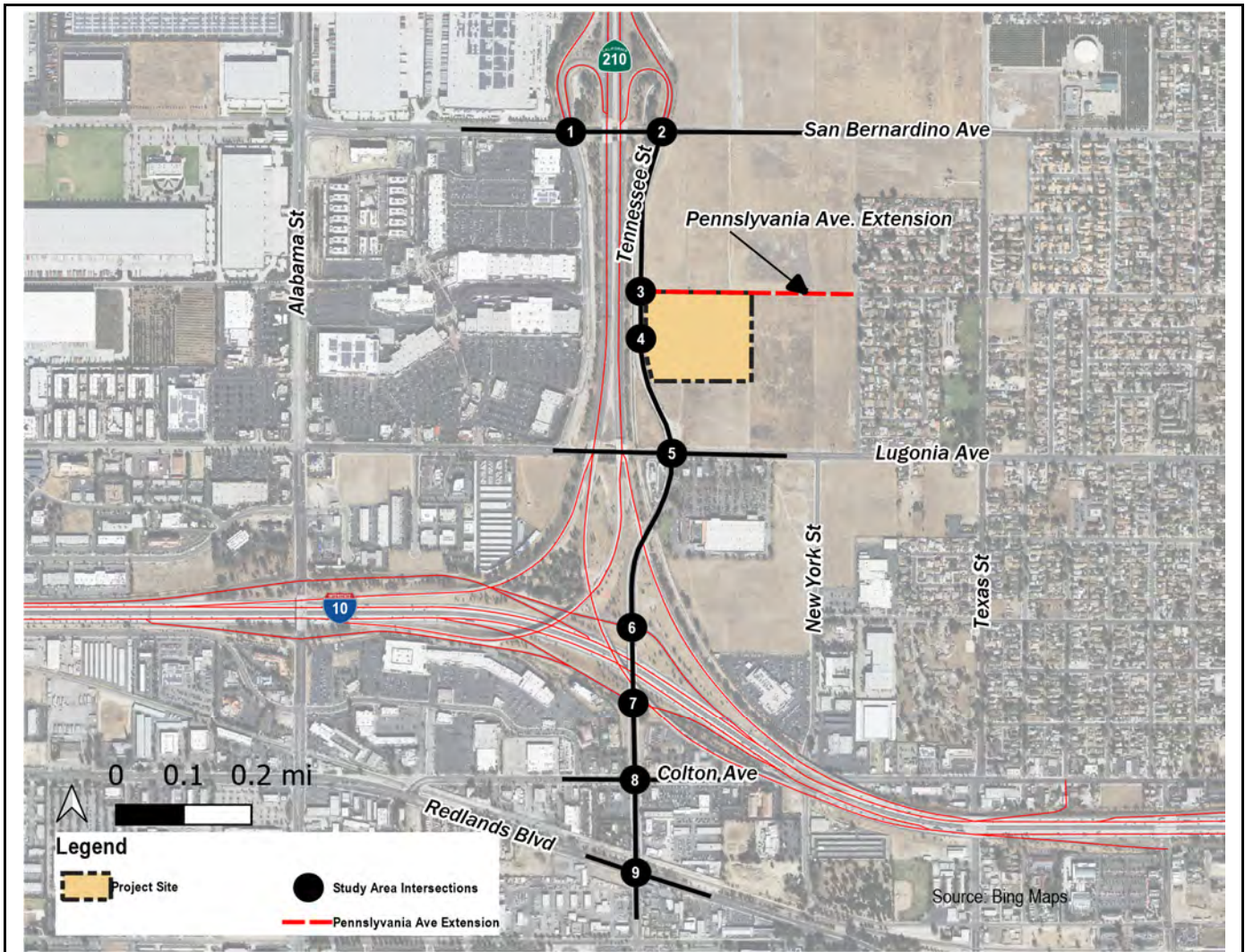


FIGURE 11

xx/yy AM/PM Peak Hour Project Trips

Tennessee Street and Lugonia Avenue Mixed-Use  
Total Net External Trip Assignment With Pass-by Trips



**Table B: Intersection Level of Service Criteria**

LOS	Description of Drivers' Perception and Traffic Operation	Intersection Delay in Seconds	
		Unsignalized	Signalized
<b>A</b>	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
<b>B</b>	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
<b>C</b>	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
<b>D</b>	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
<b>E</b>	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
<b>F</b>	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

- Where the current LOS at a location within the City is below the LOS standard C, no development project shall be approved that cannot be mitigated so that it does not reduce the existing LOS at that location.

Caltrans maintains LOS D as the minimum level of service for state facilities. Therefore, a deficiency at an intersection occurs when the LOS falls below LOS C for the City and LOS D for Caltrans.

## 4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed consistent with the City's guidelines. This section discusses the volume development methodology used to forecast future traffic volumes.

### 4.1 Existing Conditions Traffic Volumes

Existing traffic volumes for intersections and roadway segments are based on peak hour intersection turn movement counts and daily counts collected by Counts Unlimited in May 2022. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all study area intersections. Consistent with City guidelines, PCE volumes at these intersections were computed using a PCE factor of 1.5 for 2-axle, 2.0 for 3-axle, and 4.0 for 4-axle trucks. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

### 4.2 Existing With Project Traffic Volumes

Traffic volumes for existing with project conditions were developed by adding the trip assignment to the existing without project peak hour traffic volumes.

## 5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

### 5.1 Existing Roadway Conditions

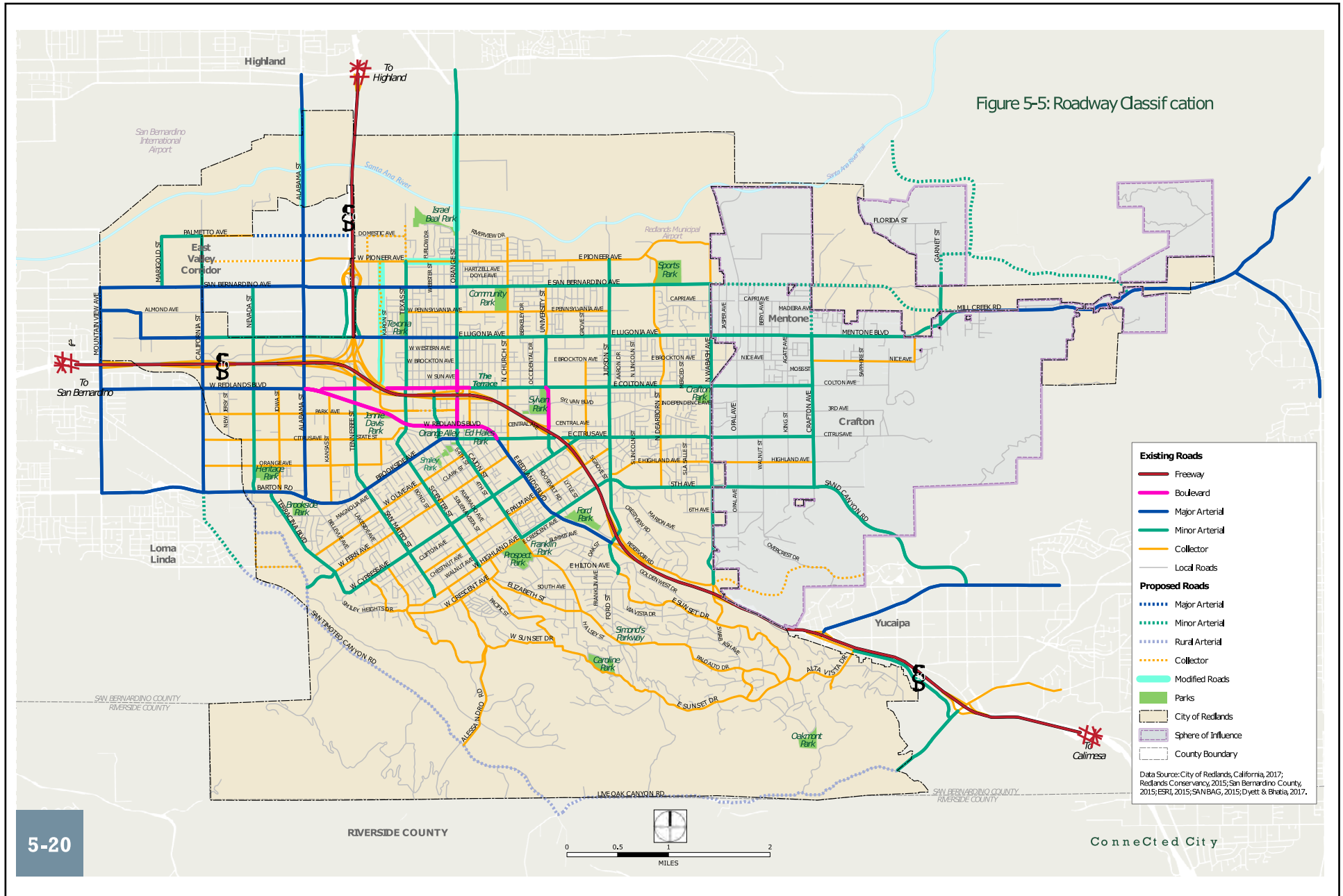
Regional access to the project site is provided by SR-60 to the north. Local access to the project will be provided by the following roadways:

- **San Bernardino Avenue** is oriented in the east-west direction and is a 5-lane roadway from east of Alabama Street to State Route 210 Eastbound Ramps. The City's circulation element designates San Bernardino Avenue as a "Major Arterial". The speed limit on San Bernardino Avenue is 45 miles per hour. On-street parking is prohibited.
- **Tennessee Street** is oriented in the north-south direction and is a 2-lane roadway from San Bernardino Avenue and Lugonia Avenue. The City's circulation element designates Tennessee Street as a "Minor Arterial" roadway. The speed limit on Tennessee Street is 40 miles per hour. On-street parking is prohibited.
- **Lugonia Avenue** is oriented in the east-west direction and is a 3 to 4-lane roadway within the project study area. The City's circulation element designates Lugonia Avenue as a "Major Arterial" roadway. The speed limit on Lugonia Avenue is 35 miles per hour. On-street parking is prohibited.
- **Colton Avenue** is oriented in the east-west direction and is a 4-lane roadway within the project study area. The City's circulation element designates Colton Avenue as a "Boulevard" roadway. The speed limit on Colton Avenue is 35 miles per hour. On-street parking is prohibited.
- **Redlands Boulevard** is oriented in the south-east direction and is a 4-lane roadway within the project study area. The City's circulation element designates Redlands Boulevard as a "Boulevard" roadway. The speed limit on Redlands Boulevard is 40 miles per hour. On-street parking is prohibited.

The City's roadway classification system of roadways, including freeways and arterial streets are shown in Figure 12.

### 5.2 Existing Transit Service

Public transportation services within the project area includes bus transit service provided by the Omnitrans. This service is further described below.



Source: Redlands General Plan

FIGURE 12

Tennessee Street and Lugonia Avenue Mixed-Use City of Redlands' Roadway Classifications

**Bus Service.** Public transportation within the project area is provided by Omnitrans, which is the regional transit operator in San Bernardino County.

- **Route 15** provides transit service on Lugonia Avenue, Alabama Street, and San Bernardino Avenue within the project area. Route 15 has a major stop at San Bernardino Avenue and Orchard Way. Route 15 operates at 60-minute headways on weekdays.

Figure 13 illustrates the existing transit services. As shown in Figure 13, the closest transit route to the project is located on Lugonia Avenue and San Bernardino Avenue via Route 15.

### 5.3 Existing Pedestrian & Bicycle Facilities

The City uses several types of bike path classifications and are discussed below:

- **Class I Bikeways (Bike Paths):** Class I bikeways are completely separate facilities designated for the exclusive use of bicyclists and pedestrians with minimal vehicle crossings.
- **Class II Bikeways (Bike Lanes):** Class II bikeways are striped lanes designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian crossflow are permitted at designated locations.
- **Class III Bikeways (Bike Routes):** Class III bikeways are routes designated by signs or pavement markings such as sharrows for bicyclists within the vehicular travel lane (i.e., share use) of a roadway.
- **Class IV Bikeways (Cycletracks):** Class IV Bikeways are protected bike lanes, which provide a right-of-way designated exclusively for bicycle travel within a roadway, protected from vehicular traffic with devices such as curbs, flexible post, inflexible physical barriers, or on-street parking.
- **Bicycle Boulevards:** Bicycle Boulevards are low-volume and low-speed streets that prioritize bicycles. Bicycle travel on these boulevards is optimized through traffic calming devices such as speed humps and high visibility crosswalks.

Figure 14 illustrates the existing bikeways within the City. As shown in Figure 14, there are no existing bike lanes on Tennessee Street, Lugonia Avenue, or San Bernardino Avenue. Pedestrian circulation within the City is primarily provided via sidewalks. The existing pedestrian sidewalks adjacent to the project are illustrated in Figure 15. As illustrated in Figure 15, there are no existing sidewalks on Tennessee Street or on the northern leg of Tennessee Street and Lugonia Avenue adjacent to the project site.

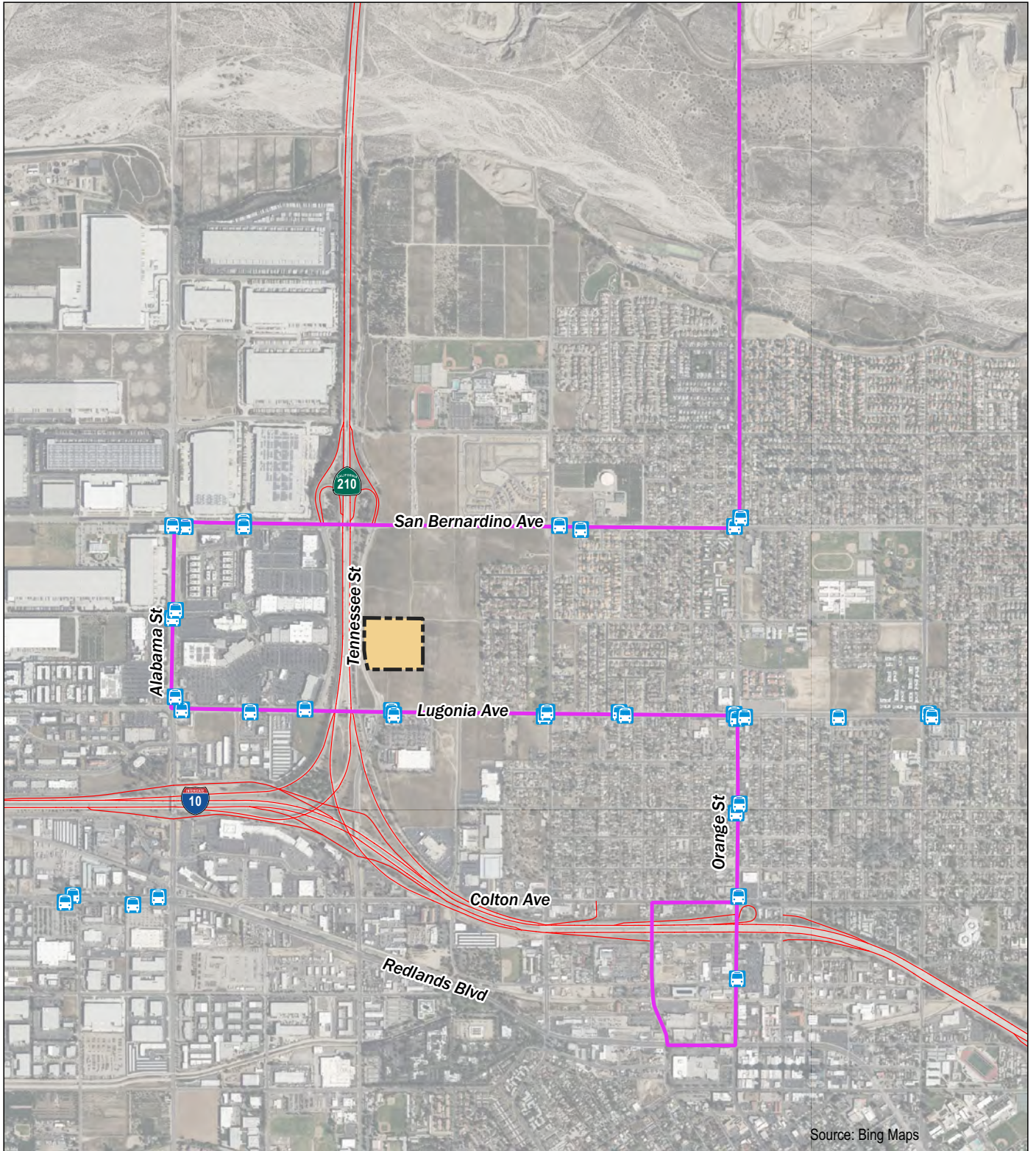
### 5.4 Existing Without Project Intersections Levels of Service

An intersection level of service analysis was conducted for existing without project conditions to determine current circulation system performance. Figure 16 shows the existing without project lane geometrics and stop controls at the study intersections. The existing without project traffic volumes at study intersections are illustrated in Figure 17. Detailed volume development worksheets are included in Appendix B. The existing without project levels of service for the study area intersections are summarized in Table C. Level of service calculation worksheets are contained in Appendix C. As shown in Table C, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- Tennessee Street and Lugonia (a.m. and p.m. peak hours).
- Tennessee Street and Redlands Boulevard (a.m. and p.m. peak hours).

### 5.5 Existing With Project Intersections Levels of Service



An intersection level of service analysis was conducted for existing with project conditions to determine the forecast circulation system performance. The existing with project traffic volumes at study intersections are illustrated in Figure 18. Detailed volume development worksheets are included in Appendix B. The existing with project levels of service for the study area intersections are summarized in Table C. Level of service calculation worksheets are contained in Appendix C. As shown in Table C, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:



Source: Bing Maps

**FIGURE 13**

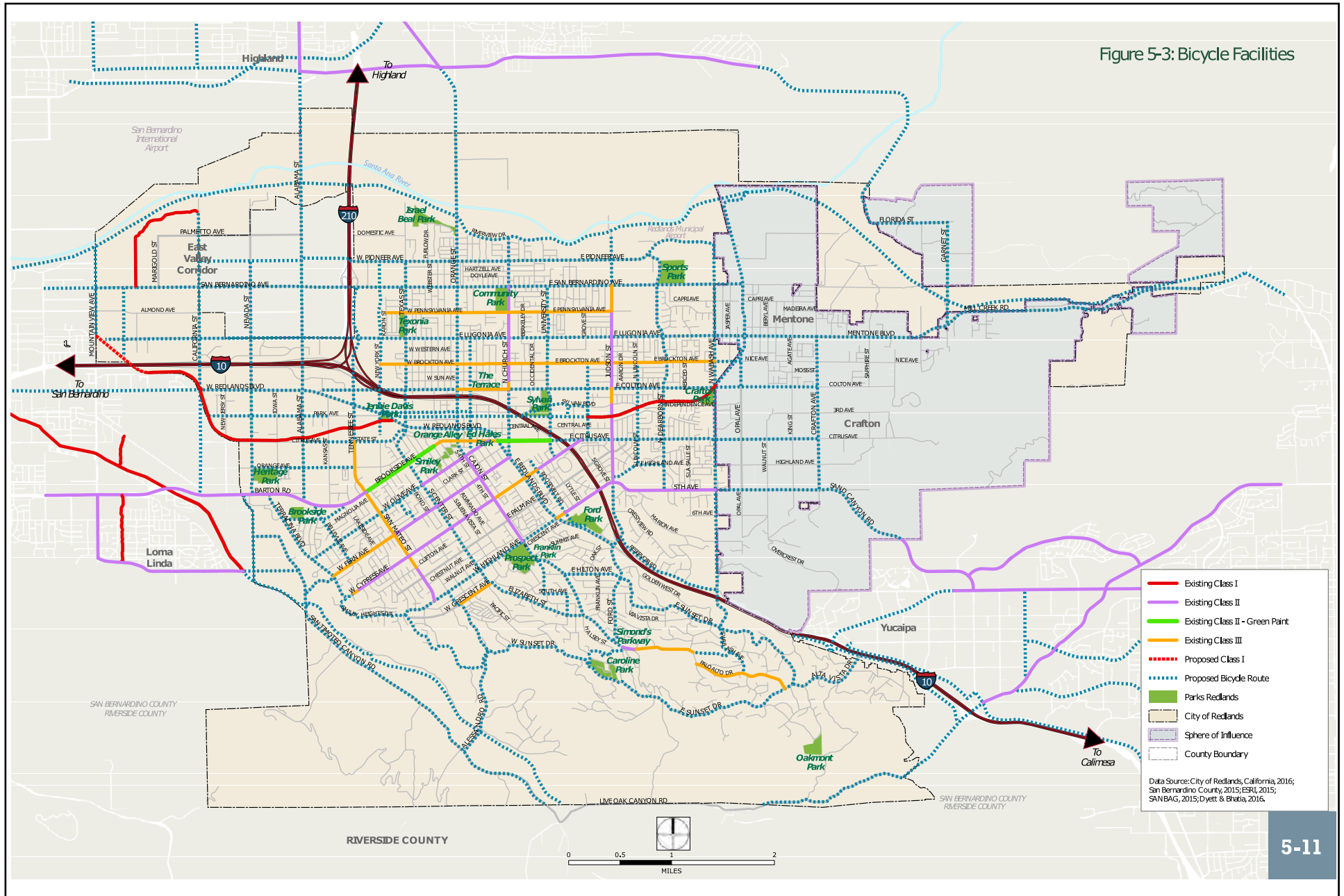
**Legend**

-  Project Site
-  Bus Stops
-  Transit Route 15

**Tennessee St. and Lugonia Ave. Mixed-Use Transit**



Figure 5-3: Bicycle Facilities



Source: Redlands General Plan

FIGURE 14

Tennessee Street and Lugonia Avenue Mixed-Use  
City of Redlands' Bicycle Lanes



**FIGURE 15**

**Legend**

- Project Site
- Existing Sidewalks

**Tennessee St. and Lugonia Ave. Mixed-Use Pedestrian Facilities**

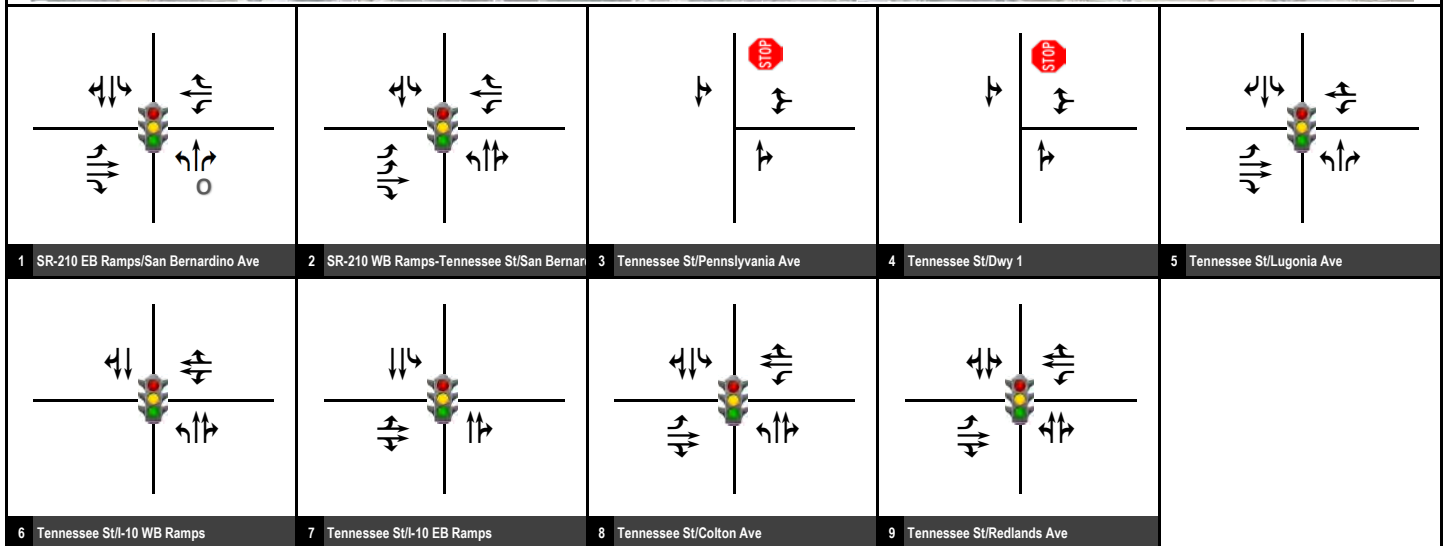
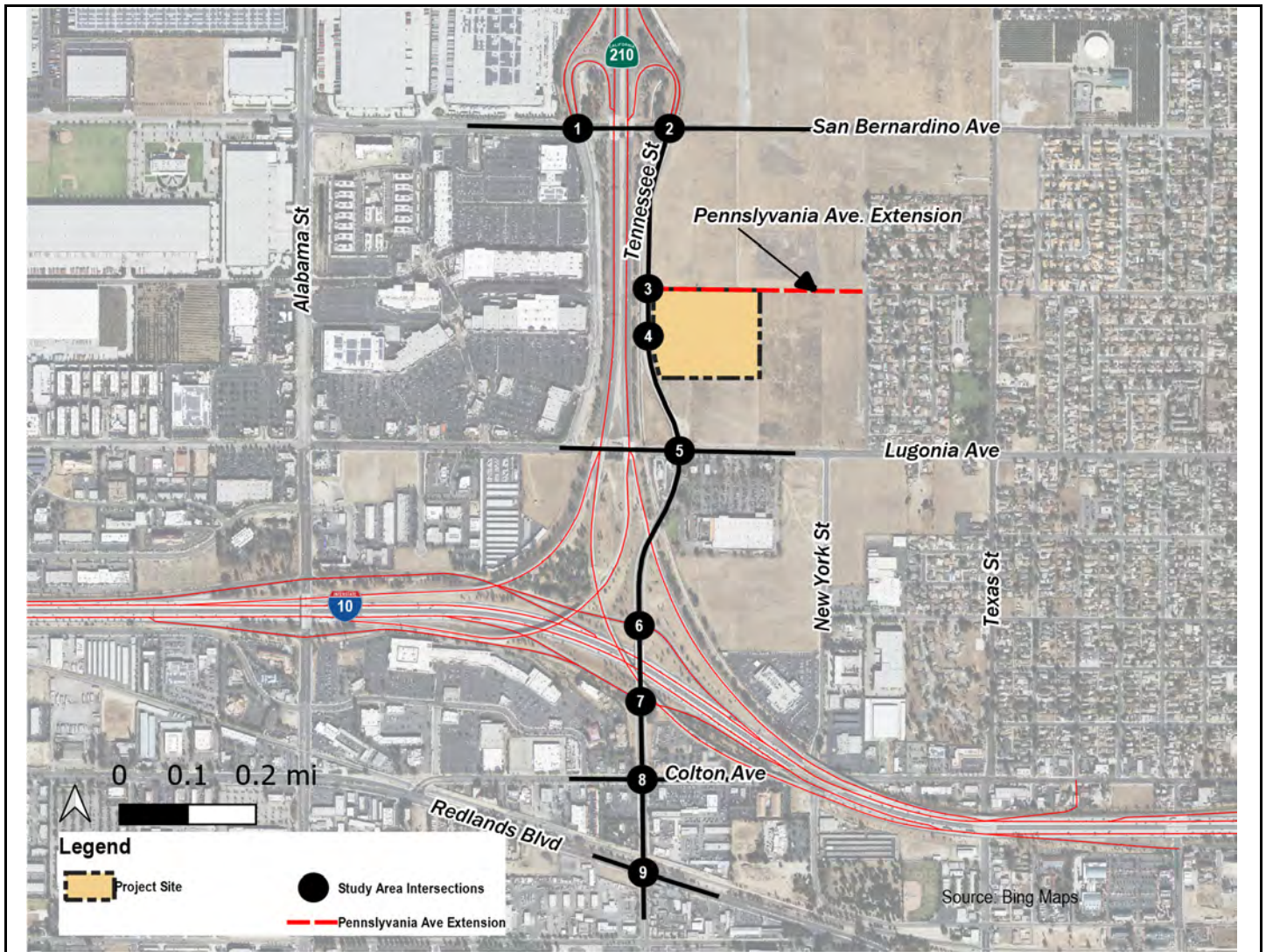


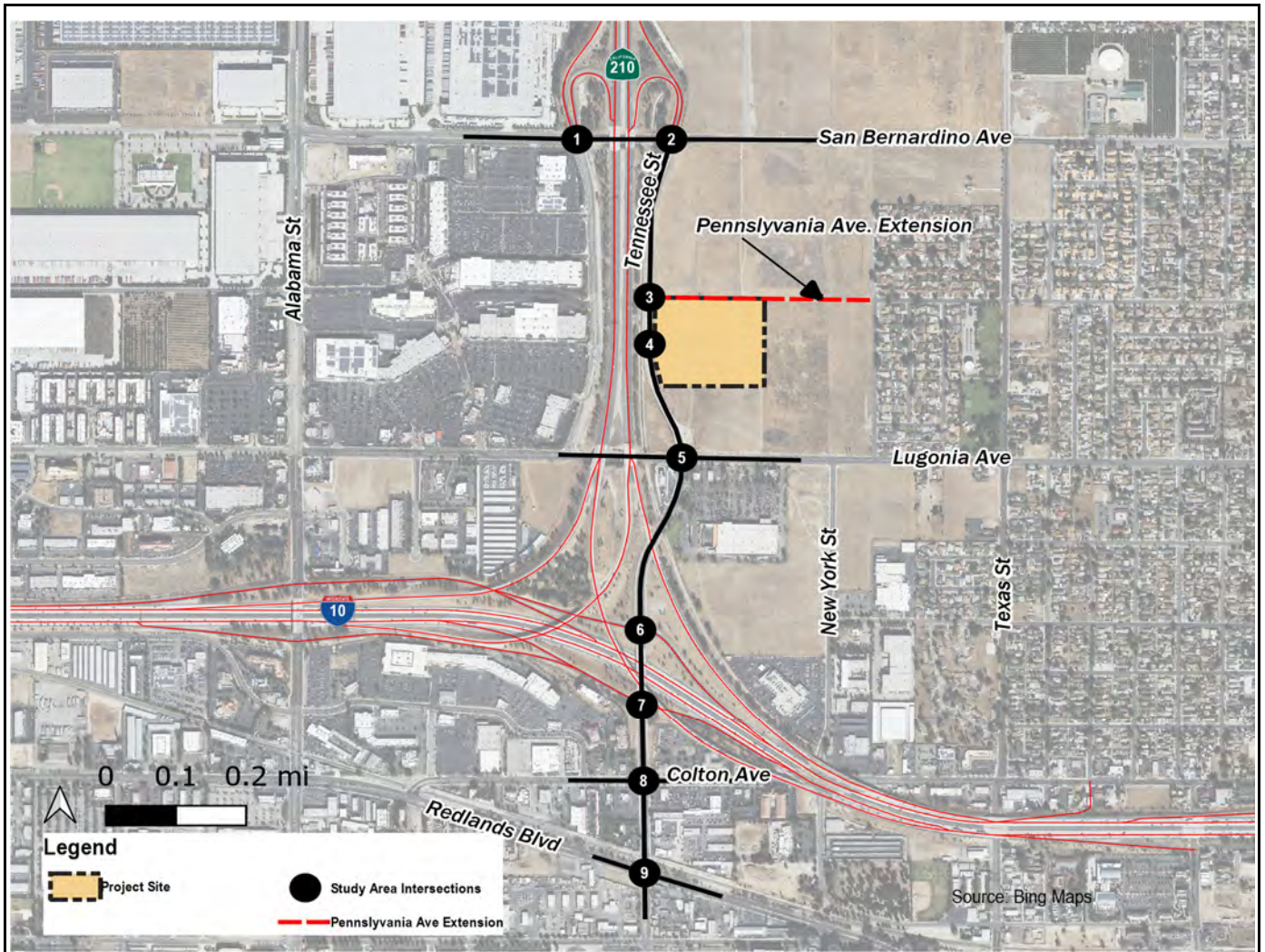
FIGURE 16

Legend

- Signal
- RT Overlap
- Stop Sign
- Defacto right turn

Tennessee Street and Lugonia Avenue Mixed-Use Existing With Project Geometrics and Stop Control With Improvements





<table border="1"> <tr> <td>147/125</td> <td>205/265</td> <td>204/159</td> <td>276/120</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>44/107</td> <td>447/660</td> <td>55/98</td> <td>13/44</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>4/58</td> <td>383/274</td> <td>47/127</td> <td>383/20</td> </tr> </table>	147/125	205/265	204/159	276/120	↙	↘	↗	↖	44/107	447/660	55/98	13/44	↙	↘	↗	↖	4/58	383/274	47/127	383/20	<table border="1"> <tr> <td>79/102</td> <td>20/13</td> <td>155/185</td> <td>295/175</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>109/437</td> <td>462/520</td> <td>118/181</td> <td>45/72</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>317/408</td> <td>55/58</td> <td>27/31</td> <td>582/347</td> </tr> </table>	79/102	20/13	155/185	295/175	↙	↘	↗	↖	109/437	462/520	118/181	45/72	↙	↘	↗	↖	317/408	55/58	27/31	582/347	<b>Future Intersection</b>	<b>Future Intersection</b>	<table border="1"> <tr> <td>8/7</td> <td>75/124</td> <td>79/177</td> <td>103/130</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>35/67</td> <td>245/754</td> <td>149/458</td> <td>146/294</td> </tr> <tr> <td>↙</td> <td>↘</td> <td>↗</td> <td>↖</td> </tr> <tr> <td>267/364</td> <td>99/277</td> <td>434/440</td> <td>133/101</td> </tr> </table>	8/7	75/124	79/177	103/130	↙	↘	↗	↖	35/67	245/754	149/458	146/294	↙	↘	↗	↖	267/364	99/277	434/440	133/101
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FIGURE 17

xxx / yyy AM / PM Peak Hour Volume (In PCEs)

**Tennessee Street and Lugonia Avenue Mixed-Use Existing Without Project Peak Hour Traffic Volumes (PCEs)**



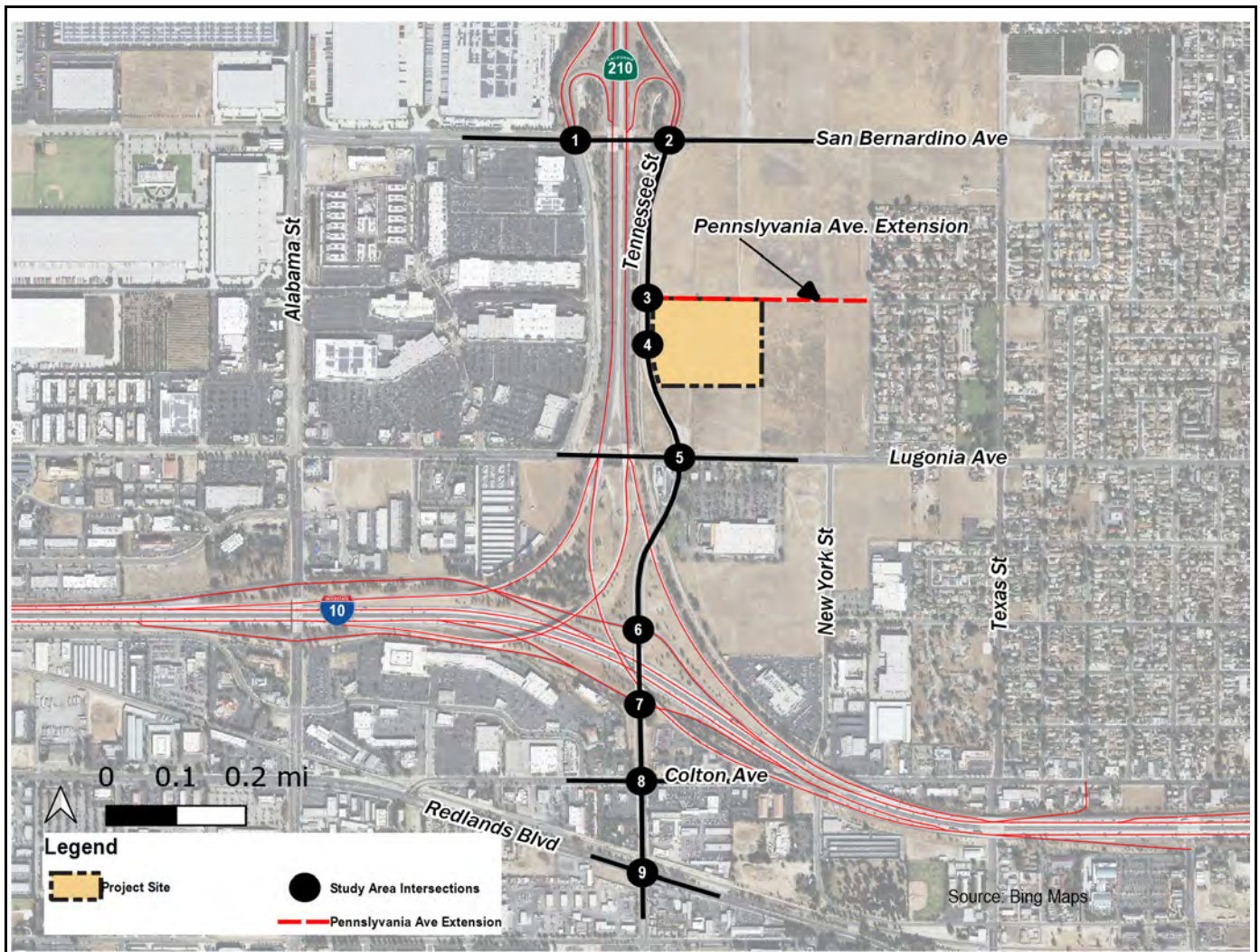
**Table C: Existing Without and With Project Levels of Service**

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . SR-210 EB Ramps/San Bernardino Ave	Caltrans	D	Signal	38.6	D	39.4	D	39.9	D	40.3	D
2 . SR-210 WB Ramps-Tennessee St/San Bern	Caltrans	D	Signal	42.7	D	49.6	D	43	D	49.8	D
3 . Tennessee St/Pennsylvania Ave	Redlands	C	TWSC	<i>Future Intersection</i>				13.6	B	16.1	C
4 . Tennessee St/Dwy 1	Redlands	C	TWSC	<i>Future Intersection</i>				15.8	C	21.9	C
5 . Tennessee St/Lugonia Ave	Redlands	C	Signal	42.9	D *	52.7	D *	43.5	D *	53.7	D *
6 . Tennessee St/I-10 WB Ramps	Caltrans	D	Signal	17.4	B	19.4	B	16.6	B	22.2	C
7 . Tennessee St/I-10 EB Ramps	Caltrans	D	Signal	30.3	C	37.0	D	30.1	C	38.3	D
8 . Tennessee St/Colton Ave	Redlands	C	Signal	22.5	C	34.6	C	22.5	C	34.6	C
9 . Tennessee St/Redlands Ave	Redlands	C	Signal	48	D *	50.1	D *	48	D *	50.1	D *

**Notes:**

LOS = Level of Service

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case movement.



<table border="1"> <tr><td>147/125</td><td>↑</td><td>276/120</td></tr> <tr><td>205/265</td><td>↓</td><td>398/289</td></tr> <tr><td>212/181</td><td>↔</td><td>47/127</td></tr> <tr><td>44/107</td><td>↔</td><td>13/44</td></tr> <tr><td>455/680</td><td>↔</td><td>4/58</td></tr> <tr><td>55/98</td><td>↔</td><td>38/320</td></tr> </table>	147/125	↑	276/120	205/265	↓	398/289	212/181	↔	47/127	44/107	↔	13/44	455/680	↔	4/58	55/98	↔	38/320	<table border="1"> <tr><td>79/102</td><td>↑</td><td>295/175</td></tr> <tr><td>20/13</td><td>↓</td><td>582/347</td></tr> <tr><td>155/185</td><td>↔</td><td>34/49</td></tr> <tr><td>109/437</td><td>↔</td><td>60/87</td></tr> <tr><td>462/520</td><td>↔</td><td>343/422</td></tr> <tr><td>134/223</td><td>↔</td><td>70/71</td></tr> </table>	79/102	↑	295/175	20/13	↓	582/347	155/185	↔	34/49	109/437	↔	60/87	462/520	↔	343/422	134/223	↔	70/71	<table border="1"> <tr><td>185/273</td><td>↑</td><td>13/7</td></tr> <tr><td>4/11</td><td>↓</td><td>20/10</td></tr> <tr><td>460/573</td><td>↔</td><td>6/17</td></tr> <tr><td>417/540</td><td>↔</td><td>33/84</td></tr> <tr><td>22/54</td><td>↔</td><td>49/50</td></tr> <tr><td>66/55</td><td>↔</td><td></td></tr> </table>	185/273	↑	13/7	4/11	↓	20/10	460/573	↔	6/17	417/540	↔	33/84	22/54	↔	49/50	66/55	↔		<table border="1"> <tr><td>183/229</td><td>↑</td><td>108/141</td></tr> <tr><td>22/54</td><td>↓</td><td>434/440</td></tr> <tr><td>49/50</td><td>↔</td><td>133/101</td></tr> <tr><td>66/55</td><td>↔</td><td></td></tr> <tr><td>16/15</td><td>↔</td><td>143/167</td></tr> <tr><td>87/85</td><td>↔</td><td></td></tr> <tr><td>40/78</td><td>↔</td><td>146/294</td></tr> <tr><td>245/754</td><td>↔</td><td>291/429</td></tr> <tr><td>149/458</td><td>↔</td><td>99/277</td></tr> </table>	183/229	↑	108/141	22/54	↓	434/440	49/50	↔	133/101	66/55	↔		16/15	↔	143/167	87/85	↔		40/78	↔	146/294	245/754	↔	291/429	149/458	↔	99/277
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FIGURE 18

xxx / yyy AM / PM Peak Hour Volume (In PCEs)

### Tennessee Street and Lugonia Avenue Mixed-Use Existing With Project Peak Hour Traffic Volumes (PCEs)



- Tennessee Street and Lugonia Avenue (a.m. and p.m. peak hours).
- Tennessee Street and Redlands Boulevard (a.m. and p.m. peak hours).

Based on Measure U guidelines, where the current LOS at a location within the City is below the LOS standard C, no development project shall be approved that cannot be mitigated so that it does not reduce the existing LOS at that location. Table C shows that the intersection of Tennessee Street and Redlands Boulevard operates at unsatisfactory LOS D under without and with project conditions. The project does not increase the intersection delay under the a.m. or p.m. peak hours. Therefore, no improvements have been recommended at this location.

## 6.0 CIRCULATION IMPROVEMENTS

The City requires that circulation improvements be recommended if the study area intersections don't meet the City's Measure U guidelines. Under existing with project conditions, the following circulation improvements are recommended as follows:

- Tennessee Street and Lugonia Avenue: Optimize the signal cycle length.

The resulting levels of service for existing with project with improvements conditions are included in Table D. As shown in Table D, with the addition of the improvements, the intersection delay for Tennessee Street and Lugonia Avenue is reduced to pre-project conditions.

## 7.0 INGRESS/EGRESS ANALYSIS

An ingress/egress analysis was conducted at the new intersection of Pennsylvania Avenue Extension and Tennessee Street and the project driveway to determine if inbound/outbound traffic would cause significant queues to back-up on Tennessee Street or Pennsylvania Avenue. Table E shows the existing with project queues at the intersections of Tennessee Street and Pennsylvania Avenue extension and Tennessee Street and Driveway 1. As shown in Table E, the southbound through-left-turn inbound movement at Tennessee Street and Pennsylvania Avenue and Tennessee Street and Driveway 1 does not exceed more than one vehicle. It is not anticipated that queues would back-up on Tennessee Street and cause significant delays on Tennessee Street. In addition, the westbound left-right turn lane on Pennsylvania Avenue would not exceed more than one vehicle. It is not anticipated that queues on Pennsylvania Avenue Extension would back-up and cause significant delays.

## 8.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 195 net external trips during the a.m. peak hour, 245 net external trips during the p.m. peak hour, and 2,704 net external daily trips. Based on the LOS analysis, all study area intersections are forecast to operate at satisfactory levels of service with the exception of Tennessee Street and Lugonia Avenue and Tennessee Street and Redlands Avenue in the a.m. and p.m. peak hours under existing without and with project conditions. With the addition of the circulation improvements, the intersection delay for Tennessee Street and Lugonia Avenue is reduced to pre-project conditions.

An ingress/egress analysis at the intersections of Tennessee Street and Pennsylvania Avenue extension and the project driveway on Tennessee Street shows that the southbound through-left-turn inbound movement at Tennessee Street and Pennsylvania Avenue and Tennessee Street and Driveway 1 does not exceed more than one vehicle. It is not anticipated that queues would back-up on Tennessee Street and cause significant delays on Tennessee Street. In addition, the westbound left-right turn lane on Pennsylvania Avenue would not exceed more than one vehicle. It is not anticipated that queues on Pennsylvania Avenue Extension would back-up and cause significant delays.

**Table D: Existing With Project With Improvements Levels of Service**

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project With Improvement			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
5 . Tennessee St/Lugonia Ave	Redlands	C	Signal	43.5	D *	53.7	D *	39.8	D *	50.6	D *

**Notes:**

LOS = Level of Service



**Table E: Existing With Project Queuing Analysis**

Intersection	Movement	Storage Length (In Feet)	Existing With Project	
			AM Peak Hour	PM Peak Hour
			Queue Length <sup>1</sup>	Queue Length <sup>1</sup>
3 . Tennessee St/Pennsylvania Ave	SBTL	1200	0	0
	WBLR	775	25	25
4 . Tennessee St/Dwy 1	SBTL	365	25	25
	WBLR	175	50	50

**Notes:**

<sup>1</sup>Queues reported are 95th Percentile queue lengths per movement in feet. 25 Feet per vehicle is assumed.

# APPENDIX A: TRAFFIC COUNTS

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

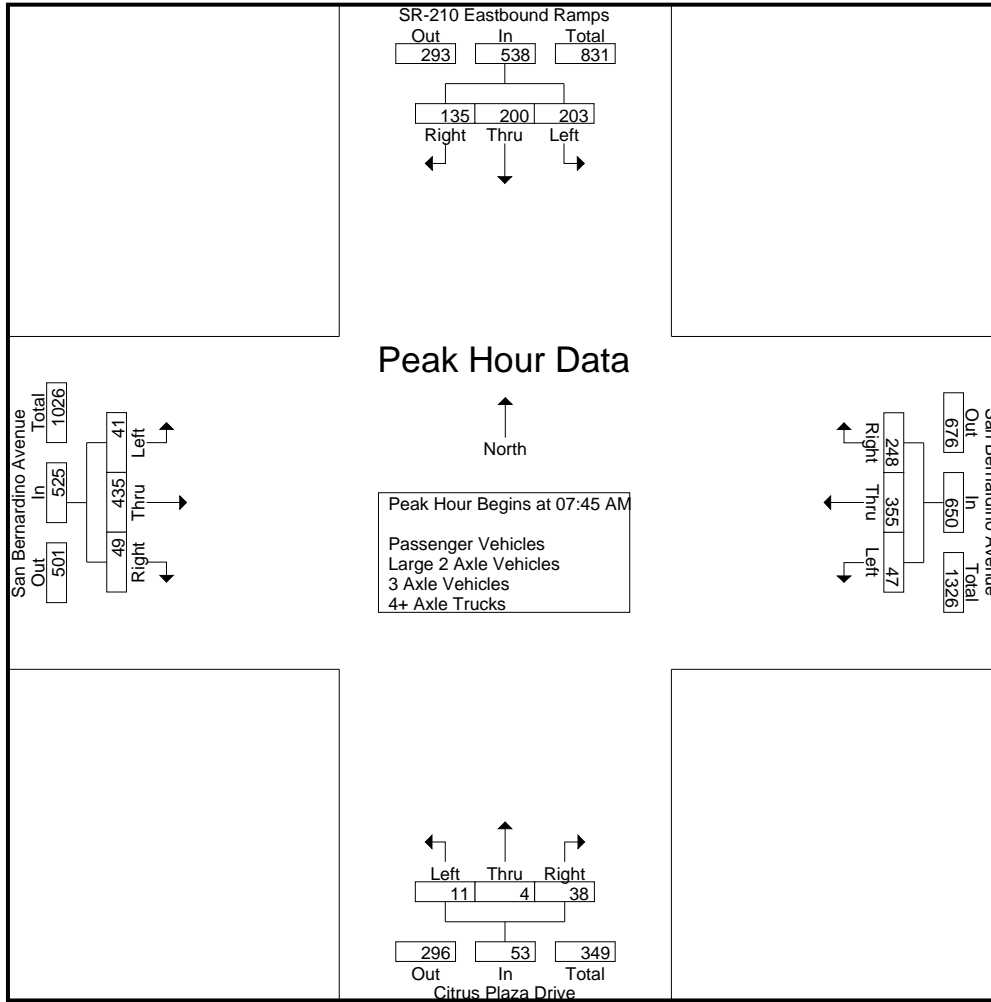
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	31	38	47	116	4	77	74	155	6	0	6	12	14	58	8	80	363
07:15 AM	40	39	47	126	5	84	93	182	3	0	6	9	10	60	9	79	396
07:30 AM	31	38	38	107	2	90	77	169	2	0	2	4	16	70	5	91	371
07:45 AM	34	63	36	133	9	81	83	173	3	0	5	8	5	94	13	112	426
Total	136	178	168	482	20	332	327	679	14	0	19	33	45	282	35	362	1556
08:00 AM	60	33	36	129	11	91	60	162	4	1	7	12	15	134	8	157	460
08:15 AM	64	50	25	139	14	88	53	155	3	1	13	17	14	122	18	154	465
08:30 AM	45	54	38	137	13	95	52	160	1	2	13	16	7	85	10	102	415
08:45 AM	17	49	33	99	25	83	64	172	1	1	9	11	7	60	4	71	353
Total	186	186	132	504	63	357	229	649	9	5	42	56	43	401	40	484	1693
Grand Total	322	364	300	986	83	689	556	1328	23	5	61	89	88	683	75	846	3249
Apprch %	32.7	36.9	30.4		6.2	51.9	41.9		25.8	5.6	68.5		10.4	80.7	8.9		
Total %	9.9	11.2	9.2	30.3	2.6	21.2	17.1	40.9	0.7	0.2	1.9	2.7	2.7	21	2.3	26	
Passenger Vehicles	318	359	287	964	81	659	529	1269	21	5	59	85	84	654	69	807	3125
% Passenger Vehicles	98.8	98.6	95.7	97.8	97.6	95.6	95.1	95.6	91.3	100	96.7	95.5	95.5	95.8	92	95.4	96.2
Large 2 Axle Vehicles	2	2	4	8	0	10	5	15	0	0	2	2	1	17	2	20	45
% Large 2 Axle Vehicles	0.6	0.5	1.3	0.8	0	1.5	0.9	1.1	0	0	3.3	2.2	1.1	2.5	2.7	2.4	1.4
3 Axle Vehicles	0	1	2	3	1	4	3	8	1	0	0	1	1	6	2	9	21
% 3 Axle Vehicles	0	0.3	0.7	0.3	1.2	0.6	0.5	0.6	4.3	0	0	1.1	1.1	0.9	2.7	1.1	0.6
4+ Axle Trucks	2	2	7	11	1	16	19	36	1	0	0	1	2	6	2	10	58
% 4+ Axle Trucks	0.6	0.5	2.3	1.1	1.2	2.3	3.4	2.7	4.3	0	0	1.1	2.3	0.9	2.7	1.2	1.8

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	34	<b>63</b>	36	133	9	81	<b>83</b>	<b>173</b>	3	0	5	8	5	94	13	112	426
08:00 AM	60	33	36	129	11	91	60	162	<b>4</b>	1	7	12	<b>15</b>	<b>134</b>	8	<b>157</b>	460
08:15 AM	<b>64</b>	50	25	<b>139</b>	<b>14</b>	88	53	155	3	1	<b>13</b>	<b>17</b>	14	122	<b>18</b>	154	<b>465</b>
08:30 AM	45	54	<b>38</b>	137	13	<b>95</b>	52	160	1	<b>2</b>	13	16	7	85	10	102	415
Total Volume	203	200	135	538	47	355	248	650	11	4	38	53	41	435	49	525	1766
% App. Total	37.7	37.2	25.1		7.2	54.6	38.2		20.8	7.5	71.7		7.8	82.9	9.3		
PHF	.793	.794	.888	.968	.839	.934	.747	.939	.688	.500	.731	.779	.683	.812	.681	.836	.949

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:45 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	34	<b>63</b>	36	133	5	84	<b>93</b>	<b>182</b>	<b>4</b>	1	7	12	5	94	13	112
+15 mins.	60	33	36	129	2	90	77	169	3	1	<b>13</b>	<b>17</b>	<b>15</b>	<b>134</b>	8	<b>157</b>
+30 mins.	<b>64</b>	50	25	<b>139</b>	9	81	83	173	1	<b>2</b>	13	16	14	122	<b>18</b>	154
+45 mins.	45	54	<b>38</b>	137	<b>11</b>	<b>91</b>	60	162	1	1	9	11	7	85	10	102
Total Volume	203	200	135	538	27	346	313	686	9	5	42	56	41	435	49	525
% App. Total	37.7	37.2	25.1		3.9	50.4	45.6		16.1	8.9	75		7.8	82.9	9.3	
PHF	.793	.794	.888	.968	.614	.951	.841	.942	.563	.625	.808	.824	.683	.812	.681	.836

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	30	37	46	113	4	74	72	150	6	0	5	11	14	55	7	76	350
07:15 AM	40	39	46	125	5	81	92	178	3	0	6	9	9	53	9	71	383
07:30 AM	29	38	35	102	2	89	74	165	1	0	2	3	16	65	5	86	356
07:45 AM	34	62	32	128	9	76	79	164	2	0	5	7	5	91	11	107	406
Total	133	176	159	468	20	320	317	657	12	0	18	30	44	264	32	340	1495
08:00 AM	60	32	35	127	11	89	55	155	4	1	7	12	15	131	7	153	447
08:15 AM	64	49	24	137	14	83	49	146	3	1	13	17	12	117	18	147	447
08:30 AM	44	53	37	134	13	90	51	154	1	2	13	16	7	82	9	98	402
08:45 AM	17	49	32	98	23	77	57	157	1	1	8	10	6	60	3	69	334
Total	185	183	128	496	61	339	212	612	9	5	41	55	40	390	37	467	1630
Grand Total	318	359	287	964	81	659	529	1269	21	5	59	85	84	654	69	807	3125
Apprch %	33	37.2	29.8		6.4	51.9	41.7		24.7	5.9	69.4		10.4	81	8.6		
Total %	10.2	11.5	9.2	30.8	2.6	21.1	16.9	40.6	0.7	0.2	1.9	2.7	2.7	20.9	2.2	25.8	

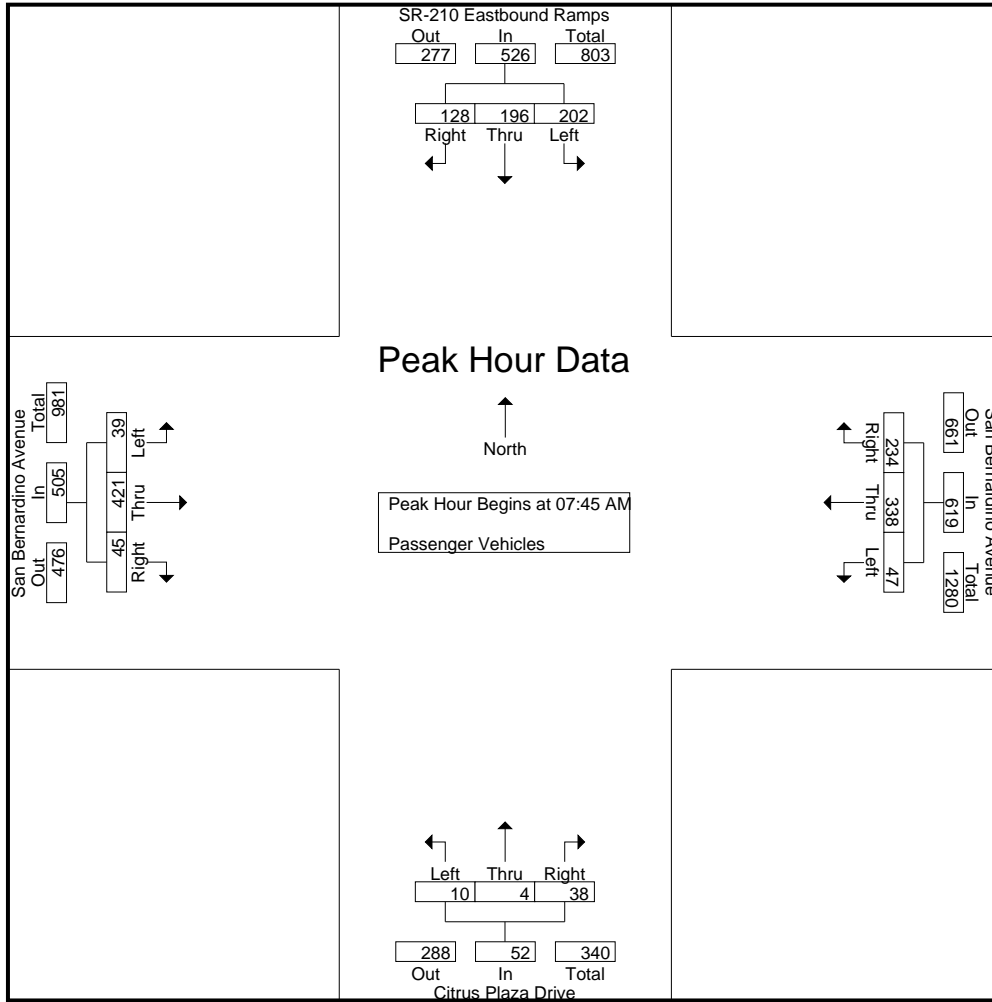
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	34	<b>62</b>	32	128	9	76	<b>79</b>	<b>164</b>	2	0	5	7	5	91	11	107	406
08:00 AM	60	32	35	127	11	89	55	155	<b>4</b>	1	7	12	<b>15</b>	<b>131</b>	7	<b>153</b>	<b>447</b>
08:15 AM	<b>64</b>	49	24	<b>137</b>	<b>14</b>	83	49	146	3	1	<b>13</b>	<b>17</b>	12	117	<b>18</b>	147	447
08:30 AM	44	53	<b>37</b>	134	13	<b>90</b>	51	154	1	<b>2</b>	13	16	7	82	9	98	402
Total Volume	202	196	128	526	47	338	234	619	10	4	38	52	39	421	45	505	1702
% App. Total	38.4	37.3	24.3		7.6	54.6	37.8		19.2	7.7	73.1		7.7	83.4	8.9		
PHF	.789	.790	.865	.960	.839	.939	.741	.944	.625	.500	.731	.765	.650	.803	.625	.825	.952

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	34	<b>62</b>	32	128	9	76	<b>79</b>	<b>164</b>	2	0	5	7	5	91	11	107
+15 mins.	60	32	35	127	11	89	55	155	<b>4</b>	1	7	12	<b>15</b>	<b>131</b>	7	<b>153</b>
+30 mins.	<b>64</b>	49	24	<b>137</b>	<b>14</b>	83	49	146	3	1	<b>13</b>	<b>17</b>	12	117	<b>18</b>	147
+45 mins.	44	53	<b>37</b>	134	13	<b>90</b>	51	154	1	<b>2</b>	13	16	7	82	9	98
Total Volume	202	196	128	526	47	338	234	619	10	4	38	52	39	421	45	505
% App. Total	38.4	37.3	24.3		7.6	54.6	37.8		19.2	7.7	73.1		7.7	83.4	8.9	
PHF	.789	.790	.865	.960	.839	.939	.741	.944	.625	.500	.731	.765	.650	.803	.625	.825

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

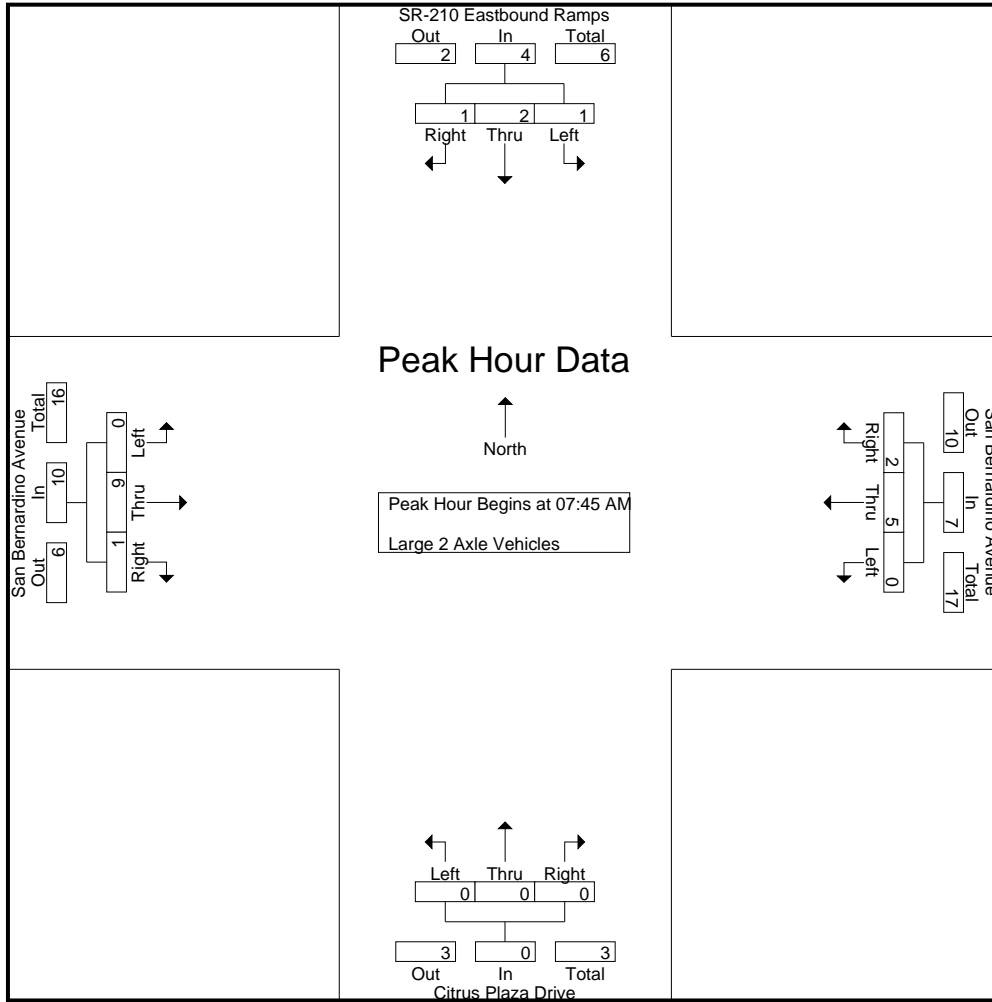
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	1	1	2	0	0	1	1	0	1	1	2	6
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	4	0	5	6
07:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	1	0	3	4	0	5	1	6	0	0	1	1	1	9	1	11	22
08:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	3	1	4	6
08:15 AM	0	1	0	1	0	2	1	3	0	0	0	0	0	4	0	4	8
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	1	1	0	2	2	4	0	0	1	1	0	0	0	0	6
Total	1	2	1	4	0	5	4	9	0	0	1	1	0	8	1	9	23
Grand Total	2	2	4	8	0	10	5	15	0	0	2	2	1	17	2	20	45
Apprch %	25	25	50		0	66.7	33.3		0	0	100		5	85	10		
Total %	4.4	4.4	8.9	17.8	0	22.2	11.1	33.3	0	0	4.4	4.4	2.2	37.8	4.4	44.4	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
08:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	3	1	4	6
08:15 AM	0	1	0	1	0	2	1	3	0	0	0	0	0	4	0	4	8
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	1	2	1	4	0	5	2	7	0	0	0	0	0	9	1	10	21
% App. Total	25	50	25		0	71.4	28.6		0	0	0		0	90	10		
PHF	.250	.500	.250	1.00	.000	.625	.500	.583	.000	.000	.000	.000	.000	.563	.250	.625	.656

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	3	1	4
+30 mins.	0	1	0	1	0	2	1	3	0	0	0	0	0	4	0	4
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	2	1	4	0	5	2	7	0	0	0	0	0	9	1	10
% App. Total	25	50	25		0	71.4	28.6		0	0	0		0	90	10	
PHF	.250	.500	.250	1.000	.000	.625	.500	.583	.000	.000	.000	.000	.000	.563	.250	.625



City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

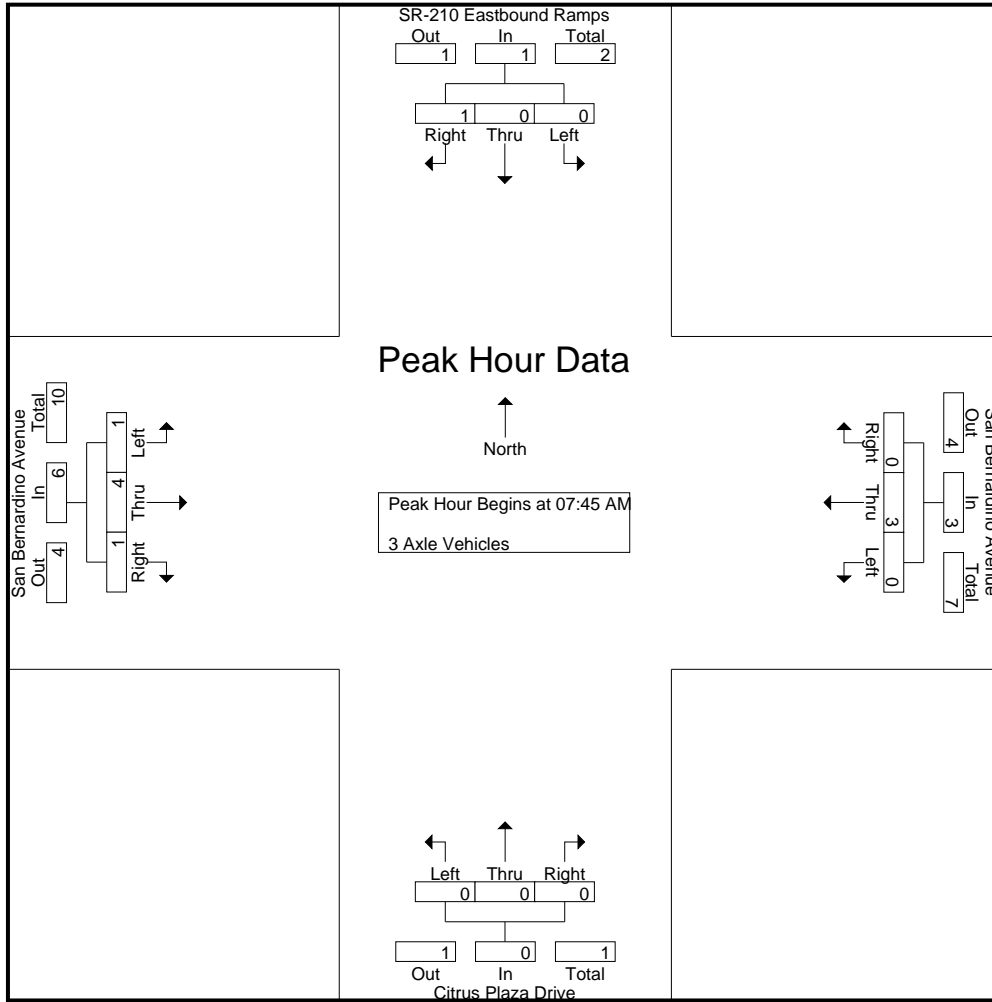
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	2	0	0	1	1	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	0	1	3
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	2	3	0	0	3	3	1	0	0	1	0	3	0	3	10
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
08:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	1	4	0	5	0	0	0	0	1	3	2	6	11
Grand Total	0	1	2	3	1	4	3	8	1	0	0	1	1	6	2	9	21
Apprch %	0	33.3	66.7		12.5	50	37.5		100	0	0		11.1	66.7	22.2		
Total %	0	4.8	9.5	14.3	4.8	19	14.3	38.1	4.8	0	0	4.8	4.8	28.6	9.5	42.9	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	1	4	1	6	10
% App. Total	0	0	100		0	100	0		0	0	0		16.7	66.7	16.7		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.250	.500	.250	.500	.625

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	1	4	1	6
% App. Total	0	0	100		0	100	0		0	0	0		16.7	66.7	16.7	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.250	.500	.250	.500

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

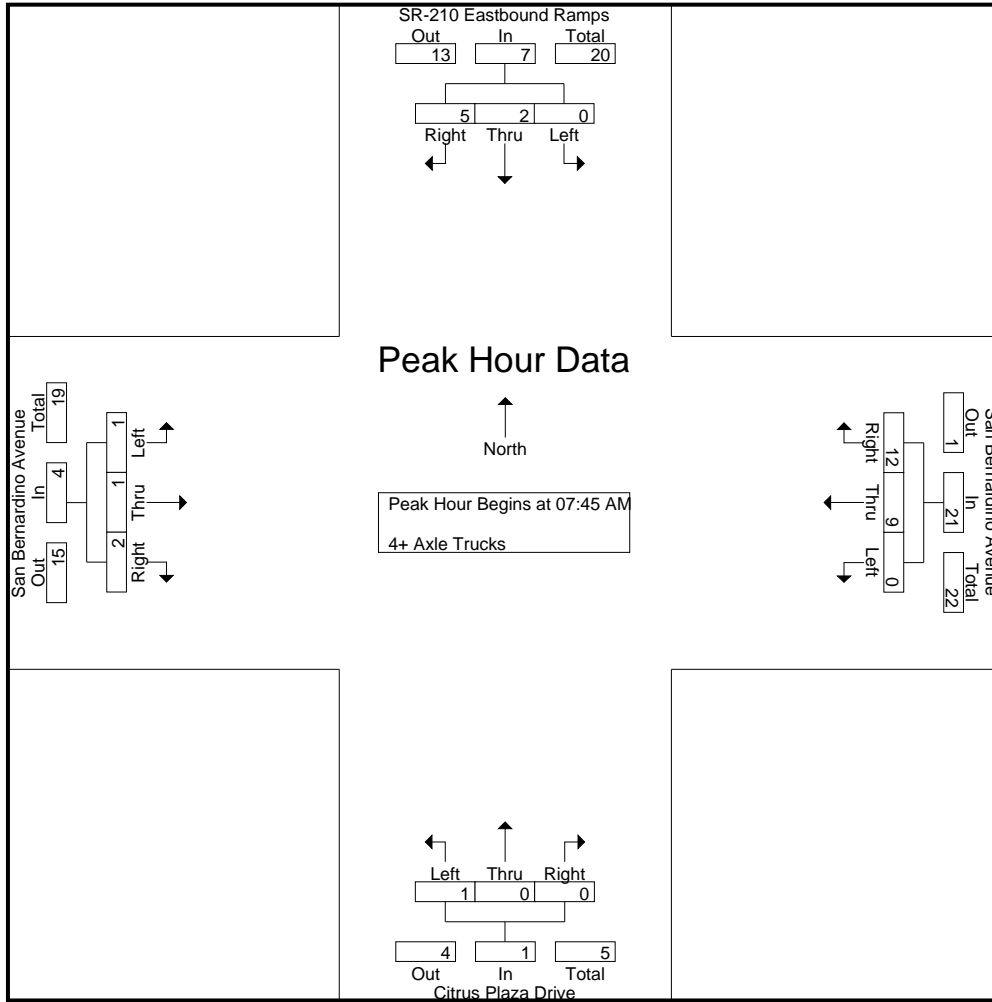
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
07:30 AM	2	0	1	3	0	0	2	2	0	0	0	0	0	1	0	1	6
07:45 AM	0	1	2	3	0	3	4	7	1	0	0	1	0	1	2	3	14
<b>Total</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>29</b>
08:00 AM	0	0	1	1	0	1	4	5	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	1	1	0	2	3	5	0	0	0	0	1	0	0	1	7
08:30 AM	0	1	1	2	0	3	1	4	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	1	3	5	9	0	0	0	0	1	0	0	1	10
<b>Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29</b>
<b>Grand Total</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>16</b>	<b>19</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>58</b>
Apprch %	18.2	18.2	63.6		2.8	44.4	52.8		100	0	0		20	60	20		
Total %	3.4	3.4	12.1	19	1.7	27.6	32.8	62.1	1.7	0	0	1.7	3.4	10.3	3.4	17.2	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	2	3	0	3	4	7	1	0	0	1	0	1	2	3	14
08:00 AM	0	0	1	1	0	1	4	5	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	1	1	0	2	3	5	0	0	0	0	1	0	0	1	7
08:30 AM	0	1	1	2	0	3	1	4	0	0	0	0	0	0	0	0	6
Total Volume	0	2	5	7	0	9	12	21	1	0	0	1	1	1	2	4	33
% App. Total	0	28.6	71.4		0	42.9	57.1		100	0	0		25	25	50		
PHF	.000	.500	.625	.583	.000	.750	.750	.750	.250	.000	.000	.250	.250	.250	.250	.333	.589

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	1	2	3	0	3	4	7	1	0	0	1	0	1	2	3
+15 mins.	0	0	1	1	0	1	4	5	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	2	3	5	0	0	0	0	1	0	0	1
+45 mins.	0	1	1	2	0	3	1	4	0	0	0	0	0	0	0	0
Total Volume	0	2	5	7	0	9	12	21	1	0	0	1	1	1	2	4
% App. Total	0	28.6	71.4		0	42.9	57.1		100	0	0		25	25	50	
PHF	.000	.500	.625	.583	.000	.750	.750	.750	.250	.000	.000	.250	.250	.250	.250	.333

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

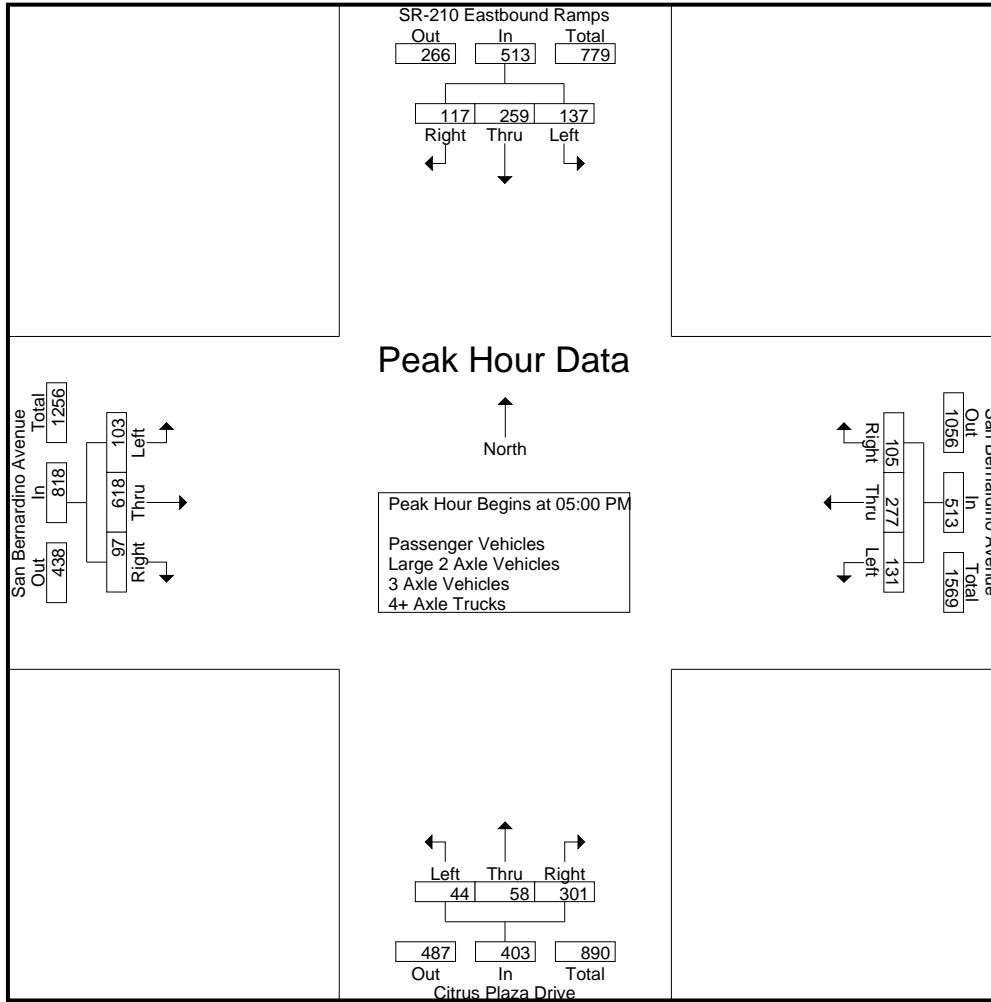
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	71	31	140	38	52	39	129	6	10	67	83	19	133	21	173	525
04:15 PM	32	66	20	118	31	66	35	132	8	13	73	94	18	135	22	175	519
04:30 PM	32	71	32	135	30	59	36	125	7	13	64	84	24	156	25	205	549
04:45 PM	33	56	16	105	35	56	22	113	5	13	75	93	17	175	19	211	522
Total	135	264	99	498	134	233	132	499	26	49	279	354	78	599	87	764	2115
05:00 PM	33	46	30	109	29	63	26	118	10	10	80	100	22	150	26	198	525
05:15 PM	42	54	29	125	32	91	24	147	11	15	73	99	37	193	24	254	625
05:30 PM	34	79	24	137	36	59	27	122	15	16	81	112	19	147	26	192	563
05:45 PM	28	80	34	142	34	64	28	126	8	17	67	92	25	128	21	174	534
Total	137	259	117	513	131	277	105	513	44	58	301	403	103	618	97	818	2247
Grand Total	272	523	216	1011	265	510	237	1012	70	107	580	757	181	1217	184	1582	4362
Apprch %	26.9	51.7	21.4		26.2	50.4	23.4		9.2	14.1	76.6		11.4	76.9	11.6		
Total %	6.2	12	5	23.2	6.1	11.7	5.4	23.2	1.6	2.5	13.3	17.4	4.1	27.9	4.2	36.3	
Passenger Vehicles	261	516	210	987	265	489	224	978	70	106	579	755	179	1204	183	1566	4286
% Passenger Vehicles	96	98.7	97.2	97.6	100	95.9	94.5	96.6	100	99.1	99.8	99.7	98.9	98.9	99.5	99	98.3
Large 2 Axle Vehicles	5	5	2	12	0	11	1	12	0	1	1	2	0	8	1	9	35
% Large 2 Axle Vehicles	1.8	1	0.9	1.2	0	2.2	0.4	1.2	0	0.9	0.2	0.3	0	0.7	0.5	0.6	0.8
3 Axle Vehicles	1	0	1	2	0	3	0	3	0	0	0	0	0	1	0	1	6
% 3 Axle Vehicles	0.4	0	0.5	0.2	0	0.6	0	0.3	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	5	2	3	10	0	7	12	19	0	0	0	0	2	4	0	6	35
% 4+ Axle Trucks	1.8	0.4	1.4	1	0	1.4	5.1	1.9	0	0	0	0	1.1	0.3	0	0.4	0.8

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	33	46	30	109	29	63	26	118	10	10	80	100	22	150	<b>26</b>	198	525
05:15 PM	<b>42</b>	54	29	125	32	<b>91</b>	24	<b>147</b>	11	15	73	99	<b>37</b>	<b>193</b>	24	<b>254</b>	<b>625</b>
05:30 PM	34	79	24	137	<b>36</b>	59	27	122	<b>15</b>	16	<b>81</b>	<b>112</b>	19	147	26	192	563
05:45 PM	28	<b>80</b>	<b>34</b>	<b>142</b>	34	64	<b>28</b>	126	8	<b>17</b>	67	92	25	128	21	174	534
Total Volume	137	259	117	513	131	277	105	513	44	58	301	403	103	618	97	818	2247
% App. Total	26.7	50.5	22.8		25.5	54	20.5		10.9	14.4	74.7		12.6	75.6	11.9		
PHF	.815	.809	.860	.903	.910	.761	.938	.872	.733	.853	.929	.900	.696	.801	.933	.805	.899

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	33	46	30	109	29	63	26	118	5	13	75	93	24	156	25	205
+15 mins.	<b>42</b>	54	29	125	32	<b>91</b>	24	<b>147</b>	10	10	80	100	17	175	19	211
+30 mins.	34	79	24	137	<b>36</b>	59	27	122	11	15	73	99	22	150	<b>26</b>	198
+45 mins.	28	<b>80</b>	<b>34</b>	<b>142</b>	34	64	<b>28</b>	126	<b>15</b>	<b>16</b>	<b>81</b>	<b>112</b>	<b>37</b>	<b>193</b>	24	<b>254</b>
Total Volume	137	259	117	513	131	277	105	513	41	54	309	404	100	674	94	868
% App. Total	26.7	50.5	22.8		25.5	54	20.5		10.1	13.4	76.5		11.5	77.6	10.8	
PHF	.815	.809	.860	.903	.910	.761	.938	.872	.683	.844	.954	.902	.676	.873	.904	.854

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

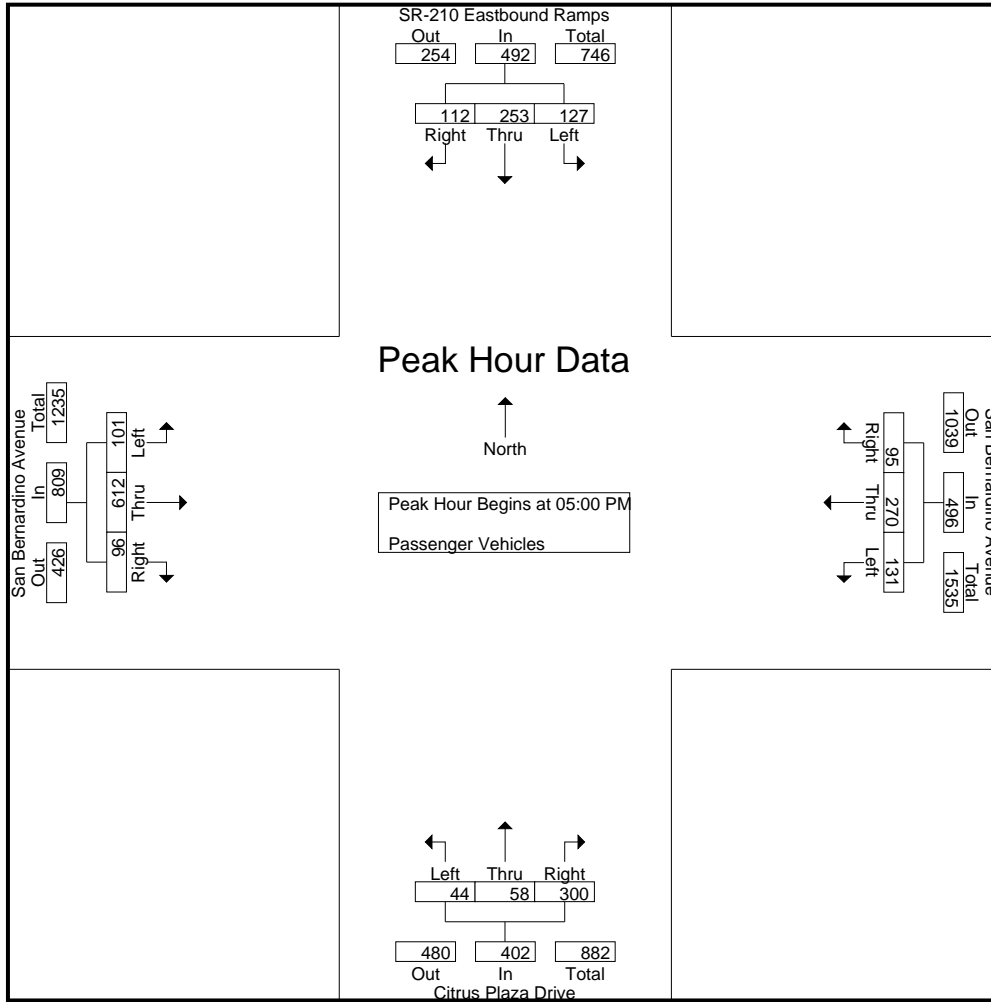
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	37	71	31	139	38	49	38	125	6	9	67	82	19	131	21	171	517
04:15 PM	32	66	20	118	31	62	34	127	8	13	73	94	18	132	22	172	511
04:30 PM	32	71	31	134	30	56	35	121	7	13	64	84	24	154	25	203	542
04:45 PM	33	55	16	104	35	52	22	109	5	13	75	93	17	175	19	211	517
Total	134	263	98	495	134	219	129	482	26	48	279	353	78	592	87	757	2087
05:00 PM	28	46	30	104	29	62	24	115	10	10	80	100	21	149	26	196	515
05:15 PM	40	52	26	118	32	89	21	142	11	15	72	98	37	190	23	250	608
05:30 PM	33	78	24	135	36	57	24	117	15	16	81	112	18	146	26	190	554
05:45 PM	26	77	32	135	34	62	26	122	8	17	67	92	25	127	21	173	522
Total	127	253	112	492	131	270	95	496	44	58	300	402	101	612	96	809	2199
Grand Total	261	516	210	987	265	489	224	978	70	106	579	755	179	1204	183	1566	4286
Apprch %	26.4	52.3	21.3		27.1	50	22.9		9.3	14	76.7		11.4	76.9	11.7		
Total %	6.1	12	4.9	23	6.2	11.4	5.2	22.8	1.6	2.5	13.5	17.6	4.2	28.1	4.3	36.5	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	28	46	30	104	29	62	24	115	10	10	80	100	21	149	<b>26</b>	196	515
05:15 PM	<b>40</b>	52	26	118	32	<b>89</b>	21	<b>142</b>	11	15	72	98	<b>37</b>	<b>190</b>	23	<b>250</b>	<b>608</b>
05:30 PM	33	<b>78</b>	24	<b>135</b>	<b>36</b>	57	24	117	<b>15</b>	16	<b>81</b>	<b>112</b>	18	146	26	190	554
05:45 PM	26	77	<b>32</b>	135	34	62	<b>26</b>	122	8	<b>17</b>	67	92	25	127	21	173	522
Total Volume	127	253	112	492	131	270	95	496	44	58	300	402	101	612	96	809	2199
% App. Total	25.8	51.4	22.8		26.4	54.4	19.2		10.9	14.4	74.6		12.5	75.6	11.9		
PHF	.794	.811	.875	.911	.910	.758	.913	.873	.733	.853	.926	.897	.682	.805	.923	.809	.904

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	28	46	30	104	29	62	24	115	10	10	80	100	21	149	26	196
+15 mins.	40	52	26	118	32	89	21	142	11	15	72	98	37	190	23	250
+30 mins.	33	78	24	135	36	57	24	117	15	16	81	112	18	146	26	190
+45 mins.	26	77	32	135	34	62	26	122	8	17	67	92	25	127	21	173
Total Volume	127	253	112	492	131	270	95	496	44	58	300	402	101	612	96	809
% App. Total	25.8	51.4	22.8		26.4	54.4	19.2		10.9	14.4	74.6		12.5	75.6	11.9	
PHF	.794	.811	.875	.911	.910	.758	.913	.873	.733	.853	.926	.897	.682	.805	.923	.809



City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

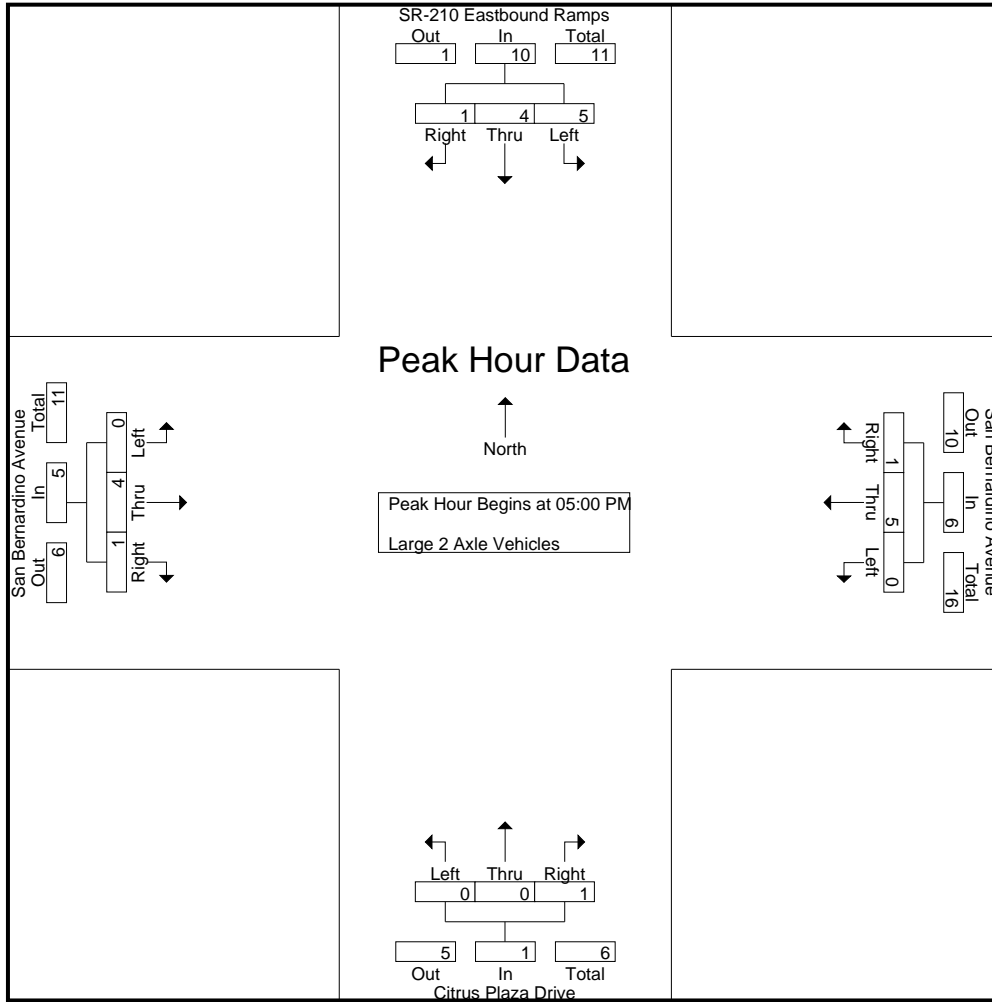
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
Total	0	1	1	2	0	6	0	6	0	1	0	1	0	4	0	4	13
05:00 PM	2	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
05:15 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	2	1	3	6
05:30 PM	1	1	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
05:45 PM	1	2	1	4	0	2	0	2	0	0	0	0	0	1	0	1	7
Total	5	4	1	10	0	5	1	6	0	0	1	1	0	4	1	5	22
Grand Total	5	5	2	12	0	11	1	12	0	1	1	2	0	8	1	9	35
Apprch %	41.7	41.7	16.7		0	91.7	8.3		0	50	50		0	88.9	11.1		
Total %	14.3	14.3	5.7	34.3	0	31.4	2.9	34.3	0	2.9	2.9	5.7	0	22.9	2.9	25.7	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
05:15 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	2	1	3	6
05:30 PM	1	1	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
05:45 PM	1	2	1	4	0	2	0	2	0	0	0	0	0	1	0	1	7
Total Volume	5	4	1	10	0	5	1	6	0	0	1	1	0	4	1	5	22
% App. Total	50	40	10		0	83.3	16.7		0	0	100		0	80	20		
PHF	.625	.500	.250	.625	.000	.625	.250	.750	.000	.000	.250	.250	.000	.500	.250	.417	.786

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0
+15 mins.	1	1	0	2	0	0	0	0	0	0	1	1	0	2	1	3
+30 mins.	1	1	0	2	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	1	2	1	4	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	5	4	1	10	0	5	1	6	0	0	1	1	0	4	1	5
% App. Total	50	40	10		0	83.3	16.7		0	0	100		0	80	20	
PHF	.625	.500	.250	.625	.000	.625	.250	.750	.000	.000	.250	.250	.000	.500	.250	.417

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

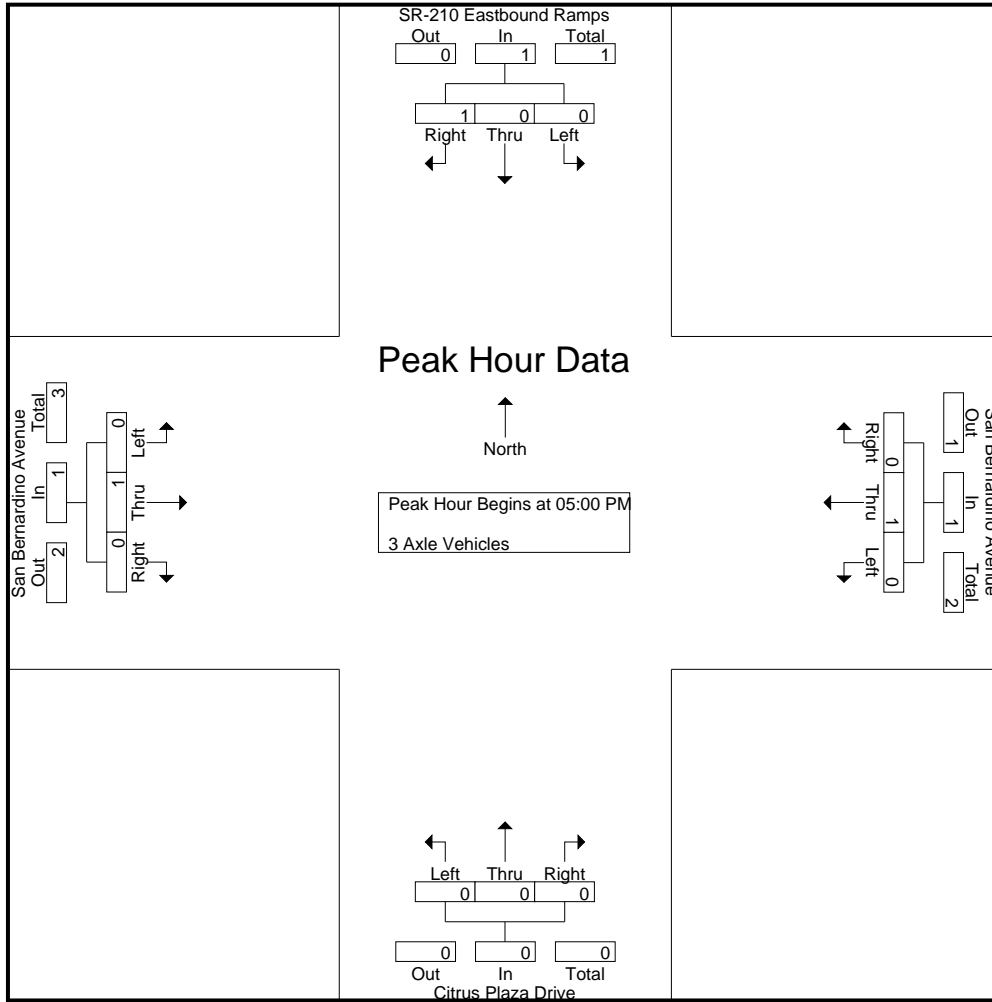
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	1	3
Grand Total	1	0	1	2	0	3	0	3	0	0	0	0	0	1	0	1	1	6
Apprch %	50	0	50		0	100	0		0	0	0		0	100	0			
Total %	16.7	0	16.7	33.3	0	50	0	50	0	0	0	0	0	16.7	0	16.7		

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	1	3
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0			
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1
+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	1	1	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

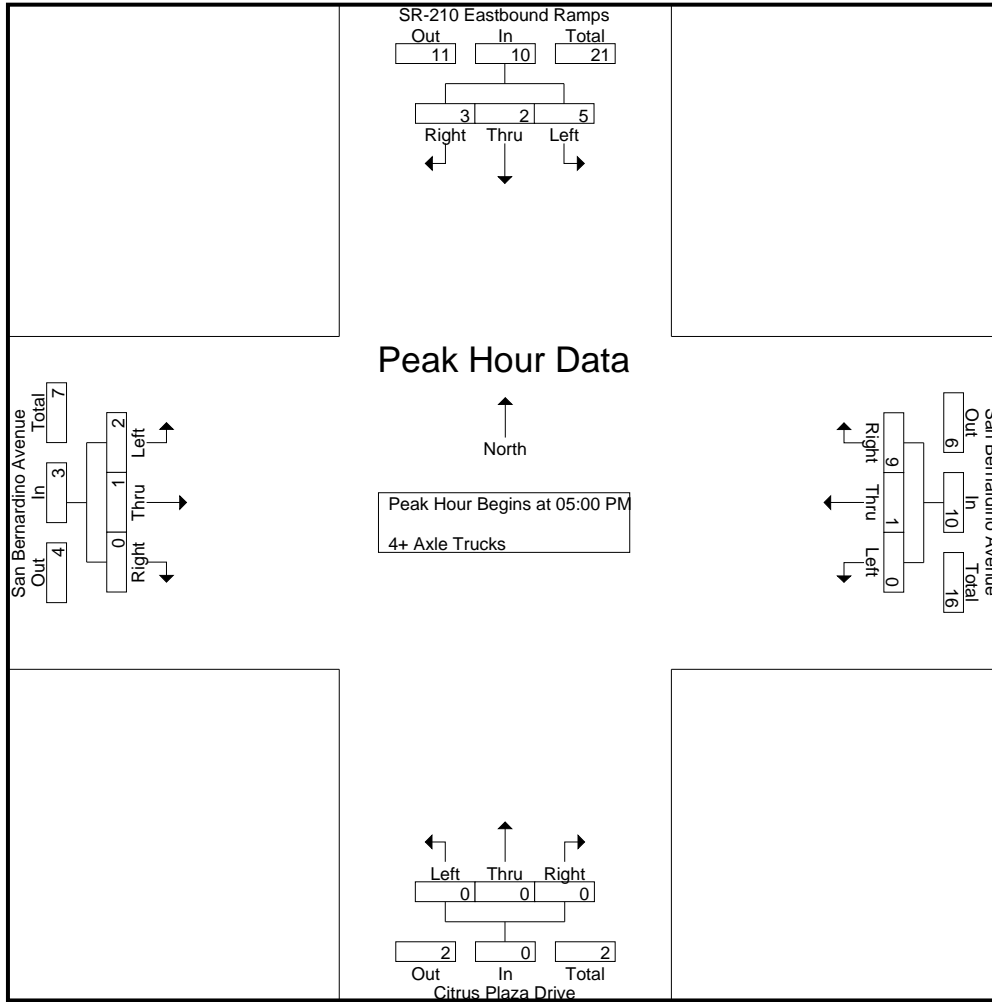
Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>12</b>
05:00 PM	3	0	0	3	0	0	1	1	0	0	0	0	1	1	0	2	6
05:15 PM	1	1	2	4	0	1	3	4	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
05:45 PM	1	1	1	3	0	0	2	2	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>23</b>
<b>Grand Total</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>35</b>
Apprch %	50	20	30		0	36.8	63.2		0	0	0		33.3	66.7	0		
Total %	14.3	5.7	8.6	28.6	0	20	34.3	54.3	0	0	0	0	5.7	11.4	0	17.1	

Start Time	SR-210 Eastbound Ramps Southbound				San Bernardino Avenue Westbound				Citrus Plaza Drive Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	<b>3</b>	0	0	3	0	0	1	1	0	0	0	0	<b>1</b>	<b>1</b>	0	<b>2</b>	<b>6</b>
05:15 PM	1	<b>1</b>	<b>2</b>	<b>4</b>	0	<b>1</b>	<b>3</b>	<b>4</b>	0	0	0	0	0	0	0	0	<b>8</b>
05:30 PM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
05:45 PM	1	1	1	3	0	0	2	2	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>23</b>
% App. Total	50	20	30		0	10	90		0	0	0		66.7	33.3	0		
PHF	.417	.500	.375	.625	.000	.250	.750	.625	.000	.000	.000	.000	.500	.250	.000	.375	.719

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

City of Redlands  
 N/S: SR-210 EB Ramps/Citrus Plaza Drive  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 06\_RED\_210E\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	0	0	3	0	0	1	1	0	0	0	0	1	1	0	2
+15 mins.	1	1	2	4	0	1	3	4	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1
+45 mins.	1	1	1	3	0	0	2	2	0	0	0	0	0	0	0	0
Total Volume	5	2	3	10	0	1	9	10	0	0	0	0	2	1	0	3
% App. Total	50	20	30		0	10	90		0	0	0		66.7	33.3	0	
PHF	.417	.500	.375	.625	.000	.250	.750	.625	.000	.000	.000	.000	.500	.250	.000	.375

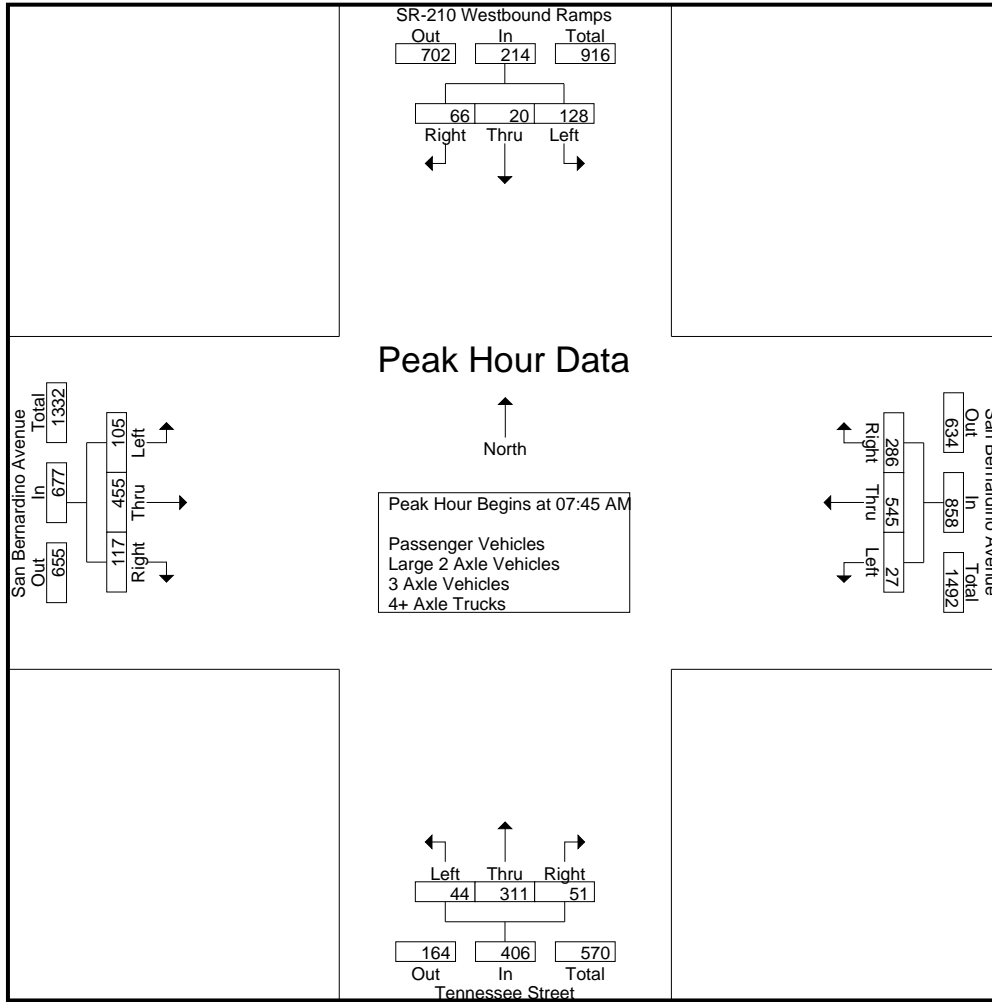
City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

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

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	24	0	17	41	2	131	51	184	3	45	5	53	23	56	23	102	380
07:15 AM	28	2	27	57	3	148	66	217	3	75	6	84	17	63	24	104	462
07:30 AM	24	2	16	42	6	145	96	247	7	79	6	92	20	54	26	100	481
07:45 AM	32	2	23	57	2	147	73	222	8	50	8	66	30	67	30	127	472
<b>Total</b>	<b>108</b>	<b>6</b>	<b>83</b>	<b>197</b>	<b>13</b>	<b>571</b>	<b>286</b>	<b>870</b>	<b>21</b>	<b>249</b>	<b>25</b>	<b>295</b>	<b>90</b>	<b>240</b>	<b>103</b>	<b>433</b>	<b>1795</b>
08:00 AM	33	0	11	44	7	142	52	201	13	99	16	128	29	144	22	195	568
08:15 AM	31	15	23	69	12	111	85	208	13	92	23	128	21	147	31	199	604
08:30 AM	32	3	9	44	6	145	76	227	10	70	4	84	25	97	34	156	511
08:45 AM	18	4	18	40	8	142	60	210	7	51	2	60	21	56	16	93	403
<b>Total</b>	<b>114</b>	<b>22</b>	<b>61</b>	<b>197</b>	<b>33</b>	<b>540</b>	<b>273</b>	<b>846</b>	<b>43</b>	<b>312</b>	<b>45</b>	<b>400</b>	<b>96</b>	<b>444</b>	<b>103</b>	<b>643</b>	<b>2086</b>
<b>Grand Total</b>	<b>222</b>	<b>28</b>	<b>144</b>	<b>394</b>	<b>46</b>	<b>1111</b>	<b>559</b>	<b>1716</b>	<b>64</b>	<b>561</b>	<b>70</b>	<b>695</b>	<b>186</b>	<b>684</b>	<b>206</b>	<b>1076</b>	<b>3881</b>
Apprch %	56.3	7.1	36.5		2.7	64.7	32.6		9.2	80.7	10.1		17.3	63.6	19.1		
Total %	5.7	0.7	3.7	10.2	1.2	28.6	14.4	44.2	1.6	14.5	1.8	17.9	4.8	17.6	5.3	27.7	
Passenger Vehicles	193	28	127	348	46	1069	543	1658	63	546	66	675	177	662	198	1037	3718
% Passenger Vehicles	86.9	100	88.2	88.3	100	96.2	97.1	96.6	98.4	97.3	94.3	97.1	95.2	96.8	96.1	96.4	95.8
Large 2 Axle Vehicles	6	0	1	7	0	13	10	23	1	9	2	12	7	13	4	24	66
% Large 2 Axle Vehicles	2.7	0	0.7	1.8	0	1.2	1.8	1.3	1.6	1.6	2.9	1.7	3.8	1.9	1.9	2.2	1.7
3 Axle Vehicles	4	0	3	7	0	5	1	6	0	3	1	4	2	4	0	6	23
% 3 Axle Vehicles	1.8	0	2.1	1.8	0	0.5	0.2	0.3	0	0.5	1.4	0.6	1.1	0.6	0	0.6	0.6
4+ Axle Trucks	19	0	13	32	0	24	5	29	0	3	1	4	0	5	4	9	74
% 4+ Axle Trucks	8.6	0	9	8.1	0	2.2	0.9	1.7	0	0.5	1.4	0.6	0	0.7	1.9	0.8	1.9

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	32	2	<b>23</b>	57	2	<b>147</b>	73	222	8	50	8	66	<b>30</b>	67	30	127	472
08:00 AM	<b>33</b>	0	11	44	7	142	52	201	<b>13</b>	<b>99</b>	16	<b>128</b>	29	144	22	195	568
08:15 AM	31	<b>15</b>	23	<b>69</b>	<b>12</b>	111	<b>85</b>	208	13	92	<b>23</b>	128	21	<b>147</b>	31	<b>199</b>	<b>604</b>
08:30 AM	32	3	9	44	6	145	76	<b>227</b>	10	70	4	84	25	97	<b>34</b>	156	511
Total Volume	128	20	66	214	27	545	286	858	44	311	51	406	105	455	117	677	2155
% App. Total	59.8	9.3	30.8		3.1	63.5	33.3		10.8	76.6	12.6		15.5	67.2	17.3		
PHF	.970	.333	.717	.775	.563	.927	.841	.945	.846	.785	.554	.793	.875	.774	.860	.851	.892



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

	07:45 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	32	2	<b>23</b>	57	3	<b>148</b>	66	217	7	79	6	92	<b>30</b>	67	30	127
+15 mins.	<b>33</b>	0	11	44	6	145	<b>96</b>	<b>247</b>	8	50	8	66	29	144	22	195
+30 mins.	31	<b>15</b>	23	<b>69</b>	2	147	73	222	<b>13</b>	<b>99</b>	16	<b>128</b>	21	<b>147</b>	31	<b>199</b>
+45 mins.	32	3	9	44	<b>7</b>	142	52	201	13	92	<b>23</b>	128	25	97	<b>34</b>	156
Total Volume	128	20	66	214	18	582	287	887	41	320	53	414	105	455	117	677
% App. Total	59.8	9.3	30.8		2	65.6	32.4		9.9	77.3	12.8		15.5	67.2	17.3	
PHF	.970	.333	.717	.775	.643	.983	.747	.898	.788	.808	.576	.809	.875	.774	.860	.851



City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

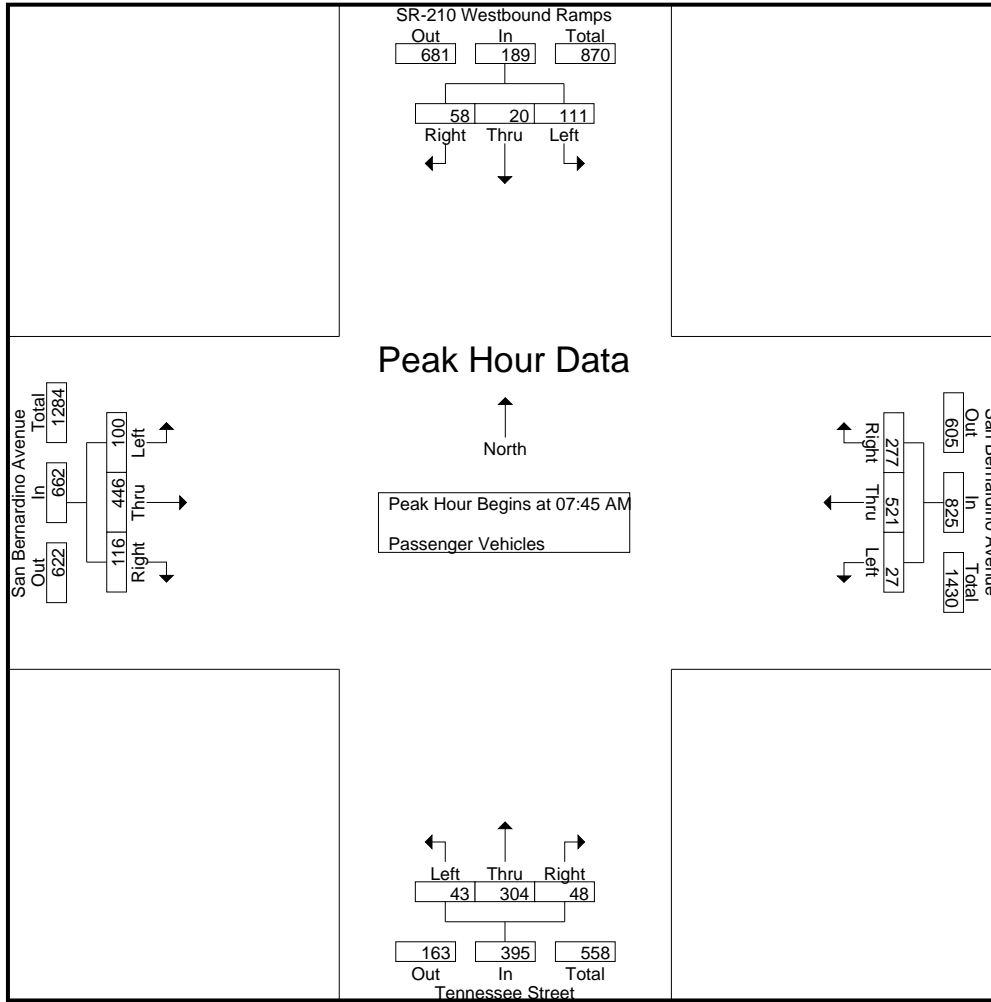
File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	0	15	35	2	129	49	180	3	42	4	49	22	52	22	96	360
07:15 AM	27	2	26	55	3	145	65	213	3	71	6	80	15	58	23	96	444
07:30 AM	22	2	16	40	6	141	94	241	7	79	6	92	19	51	22	92	465
07:45 AM	27	2	21	50	2	140	71	213	8	50	8	66	30	65	30	125	454
Total	96	6	78	180	13	555	279	847	21	242	24	287	86	226	97	409	1723
08:00 AM	30	0	11	41	7	135	48	190	13	94	14	121	29	143	22	194	546
08:15 AM	27	15	20	62	12	105	84	201	13	90	22	125	17	146	30	193	581
08:30 AM	27	3	6	36	6	141	74	221	9	70	4	83	24	92	34	150	490
08:45 AM	13	4	12	29	8	133	58	199	7	50	2	59	21	55	15	91	378
Total	97	22	49	168	33	514	264	811	42	304	42	388	91	436	101	628	1995
Grand Total	193	28	127	348	46	1069	543	1658	63	546	66	675	177	662	198	1037	3718
Apprch %	55.5	8	36.5		2.8	64.5	32.8		9.3	80.9	9.8		17.1	63.8	19.1		
Total %	5.2	0.8	3.4	9.4	1.2	28.8	14.6	44.6	1.7	14.7	1.8	18.2	4.8	17.8	5.3	27.9	

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	27	2	<b>21</b>	50	2	140	71	213	8	50	8	66	<b>30</b>	65	30	125	454
08:00 AM	<b>30</b>	0	11	41	7	135	48	190	<b>13</b>	<b>94</b>	14	121	29	143	22	<b>194</b>	546
08:15 AM	27	<b>15</b>	20	<b>62</b>	<b>12</b>	105	<b>84</b>	201	13	90	<b>22</b>	<b>125</b>	17	<b>146</b>	30	<b>193</b>	<b>581</b>
08:30 AM	27	3	6	36	6	<b>141</b>	74	<b>221</b>	9	70	4	83	24	92	<b>34</b>	150	490
Total Volume	111	20	58	189	27	521	277	825	43	304	48	395	100	446	116	662	2071
% App. Total	58.7	10.6	30.7		3.3	63.2	33.6		10.9	77	12.2		15.1	67.4	17.5		
PHF	.925	.333	.690	.762	.563	.924	.824	.933	.827	.809	.545	.790	.833	.764	.853	.853	.891

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



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.	27	2	21	50	2	140	71	213	8	50	8	66	30	65	30	125
+15 mins.	30	0	11	41	7	135	48	190	13	94	14	121	29	143	22	194
+30 mins.	27	15	20	62	12	105	84	201	13	90	22	125	17	146	30	193
+45 mins.	27	3	6	36	6	141	74	221	9	70	4	83	24	92	34	150
Total Volume	111	20	58	189	27	521	277	825	43	304	48	395	100	446	116	662
% App. Total	58.7	10.6	30.7		3.3	63.2	33.6		10.9	77	12.2		15.1	67.4	17.5	
PHF	.925	.333	.690	.762	.563	.924	.824	.933	.827	.809	.545	.790	.833	.764	.853	.853

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	0	1	1	2	0	2	1	3	1	1	1	3	10
07:15 AM	1	0	0	1	0	1	1	2	0	2	0	2	2	3	0	5	10
07:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	1	2	1	4	7
07:45 AM	1	0	0	1	0	2	2	4	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>12</b>	<b>32</b>
08:00 AM	0	0	0	0	0	1	3	4	0	3	0	3	0	1	0	1	8
08:15 AM	0	0	0	0	0	3	0	3	0	2	1	3	3	1	1	5	11
08:30 AM	2	0	1	3	0	0	1	1	1	0	0	1	0	4	0	4	9
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>12</b>	<b>34</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>7</b>	<b>13</b>	<b>4</b>	<b>24</b>	<b>66</b>
Apprch %	85.7	0	14.3		0	56.5	43.5		8.3	75	16.7		29.2	54.2	16.7		
Total %	9.1	0	1.5	10.6	0	19.7	15.2	34.8	1.5	13.6	3	18.2	10.6	19.7	6.1	36.4	

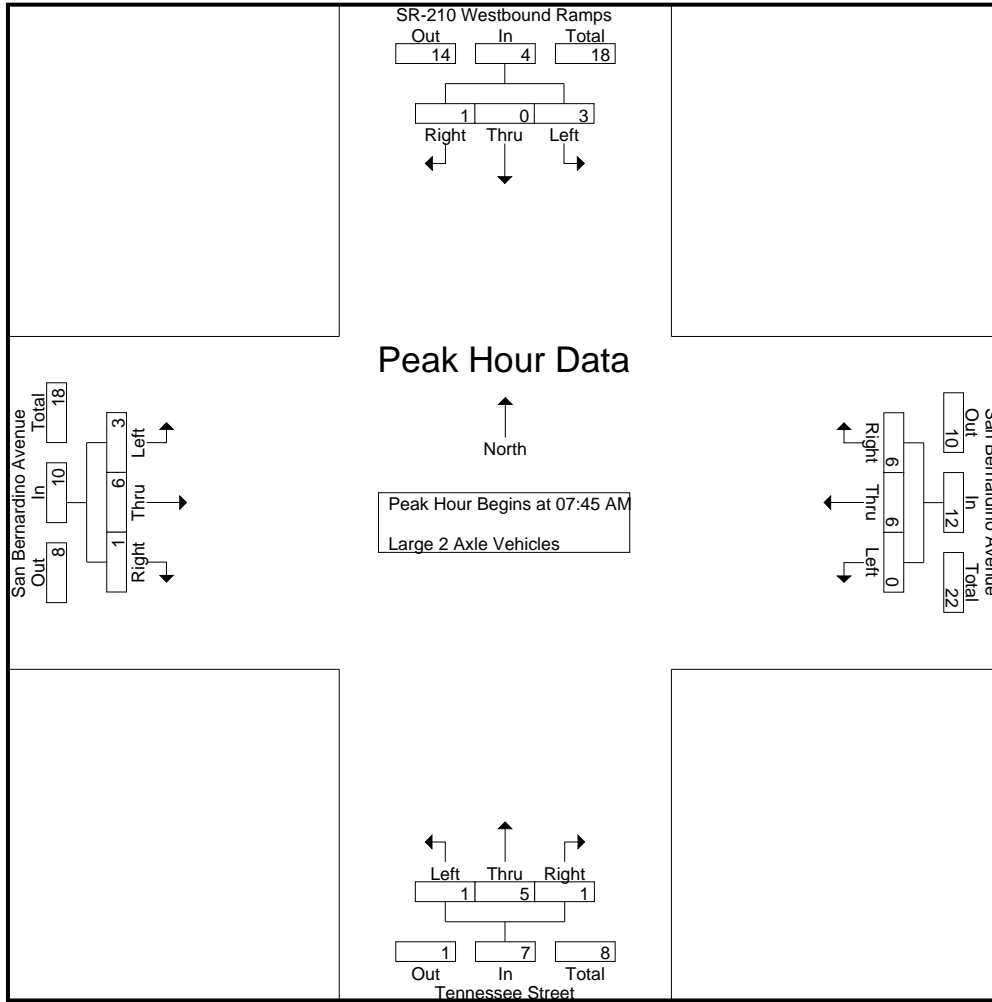
Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	1	0	0	1	0	2	2	4	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	1	3	4	0	3	0	3	0	1	0	1	8
08:15 AM	0	0	0	0	0	3	0	3	0	2	1	3	3	1	1	5	11
08:30 AM	2	0	1	3	0	0	1	1	1	0	0	1	0	4	0	4	9
Total Volume	3	0	1	4	0	6	6	12	1	5	1	7	3	6	1	10	33
% App. Total	75	0	25		0	50	50		14.3	71.4	14.3		30	60	10		
PHF	.375	.000	.250	.333	.000	.500	.500	.750	.250	.417	.250	.583	.250	.375	.250	.500	.750

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

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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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	2	2	4	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	3	4	0	3	0	3	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	2	1	3	3	1	1	5
+45 mins.	2	0	1	3	0	0	1	1	1	0	0	1	0	4	0	4
Total Volume	3	0	1	4	0	6	6	12	1	5	1	7	3	6	1	10
% App. Total	75	0	25		0	50	50		14.3	71.4	14.3		30	60	10	
PHF	.375	.000	.250	.333	.000	.500	.500	.750	.250	.417	.250	.583	.250	.375	.250	.500

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	3	0	3	0	2	0	2	0	3	0	3	10
08:00 AM	1	0	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
08:45 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	2	0	3	5	0	2	1	3	0	1	1	2	2	1	0	3	13
Grand Total	4	0	3	7	0	5	1	6	0	3	1	4	2	4	0	6	23
Apprch %	57.1	0	42.9		0	83.3	16.7		0	75	25		33.3	66.7	0		
Total %	17.4	0	13	30.4	0	21.7	4.3	26.1	0	13	4.3	17.4	8.7	17.4	0	26.1	

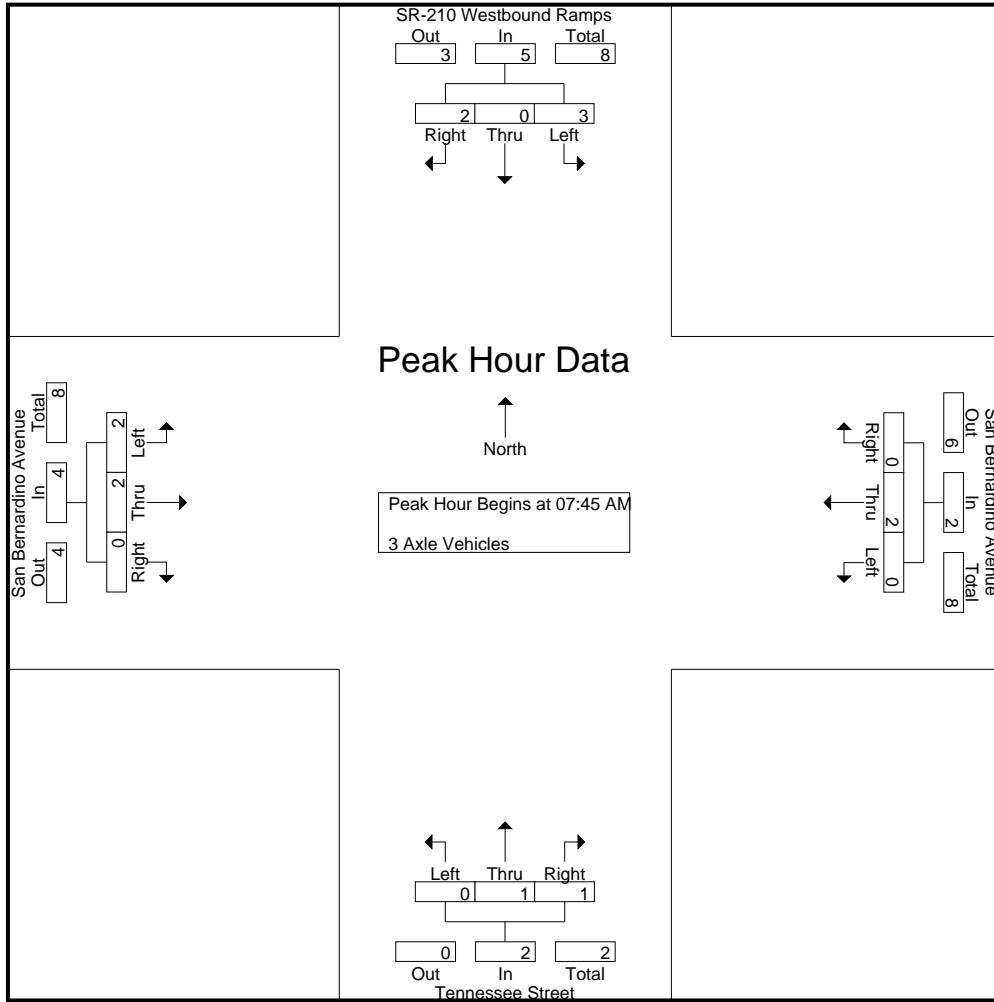
Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:00 AM	1	0	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
Total Volume	3	0	2	5	0	2	0	2	0	1	1	2	2	2	0	4	13
% App. Total	60	0	40		0	100	0		0	50	50		50	50	0		
PHF	.375	.000	.500	.625	.000	.500	.000	.500	.000	.250	.250	.250	.500	.500	.000	.500	.813

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

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	0	1	0	1	0	1	1	2	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2
Total Volume	3	0	2	5	0	2	0	2	0	1	1	2	2	2	0	4
% App. Total	60	0	40		0	100	0		0	50	50		50	50	0	
PHF	.375	.000	.500	.625	.000	.500	.000	.500	.000	.250	.250	.250	.500	.500	.000	.500

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	2	4	0	0	1	1	0	1	0	1	0	2	0	2	8
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	1	3	5
07:30 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	3	3	7
07:45 AM	2	0	2	4	0	5	0	5	0	0	0	0	0	1	0	1	10
<b>Total</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>30</b>
08:00 AM	2	0	0	2	0	5	1	6	0	1	1	2	0	0	0	0	10
08:15 AM	4	0	2	6	0	3	1	4	0	0	0	0	0	0	0	0	10
08:30 AM	3	0	1	4	0	3	1	4	0	0	0	0	0	0	0	0	8
08:45 AM	4	0	5	9	0	5	1	6	0	1	0	1	0	0	0	0	16
<b>Total</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
<b>Grand Total</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>32</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>74</b>
Apprch %	59.4	0	40.6		0	82.8	17.2		0	75	25		0	55.6	44.4		
Total %	25.7	0	17.6	43.2	0	32.4	6.8	39.2	0	4.1	1.4	5.4	0	6.8	5.4	12.2	

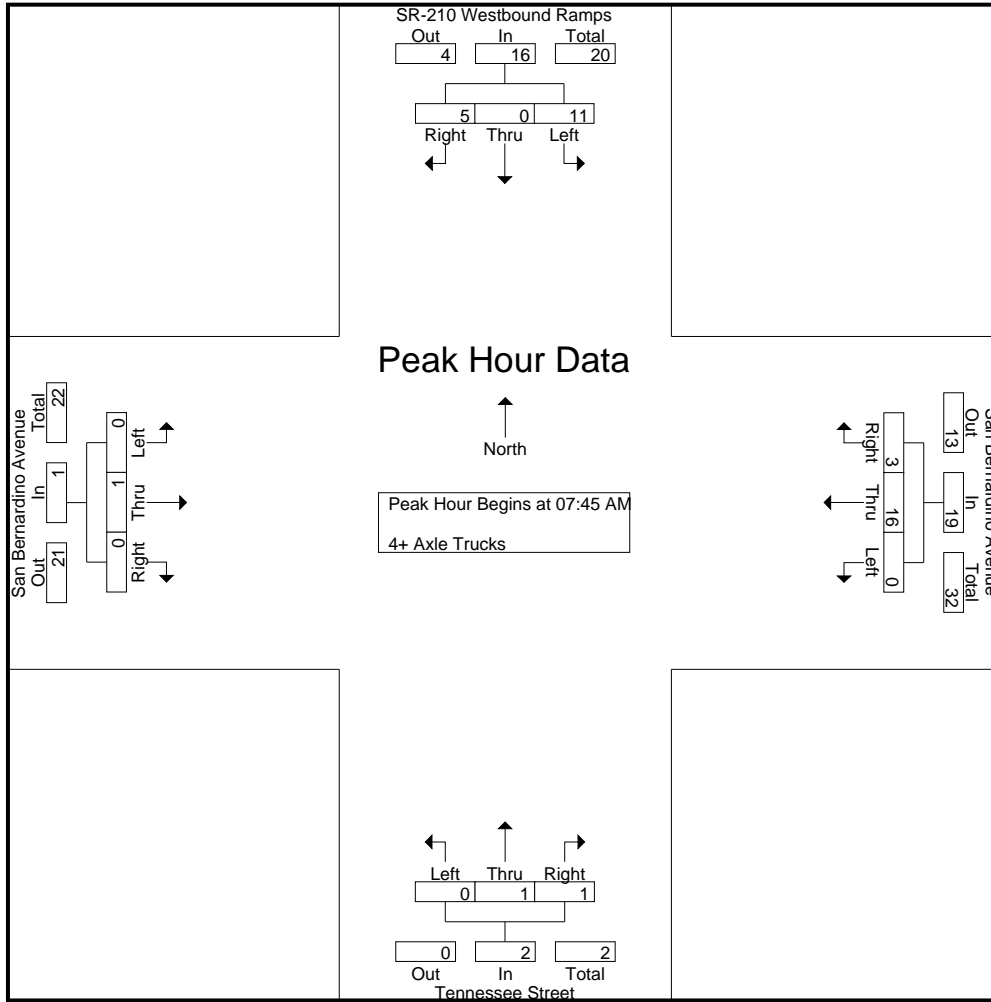
Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	2	0	2	4	0	5	0	5	0	0	0	0	0	1	0	1	10
08:00 AM	2	0	0	2	0	5	1	6	0	1	1	2	0	0	0	0	10
08:15 AM	4	0	2	6	0	3	1	4	0	0	0	0	0	0	0	0	10
08:30 AM	3	0	1	4	0	3	1	4	0	0	0	0	0	0	0	0	8
<b>Total Volume</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>38</b>
% App. Total	68.8	0	31.2		0	84.2	15.8		0	50	50		0	100	0		
PHF	.688	.000	.625	.667	.000	.800	.750	.792	.000	.250	.250	.250	.000	.250	.000	.250	.950

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

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	2	0	2	4	0	5	0	5	0	0	0	0	0	1	0	1
+15 mins.	2	0	0	2	0	5	1	6	0	1	1	2	0	0	0	0
+30 mins.	4	0	2	6	0	3	1	4	0	0	0	0	0	0	0	0
+45 mins.	3	0	1	4	0	3	1	4	0	0	0	0	0	0	0	0
Total Volume	11	0	5	16	0	16	3	19	0	1	1	2	0	1	0	1
% App. Total	68.8	0	31.2		0	84.2	15.8		0	50	50		0	100	0	
PHF	.688	.000	.625	.667	.000	.800	.750	.792	.000	.250	.250	.250	.000	.250	.000	.250



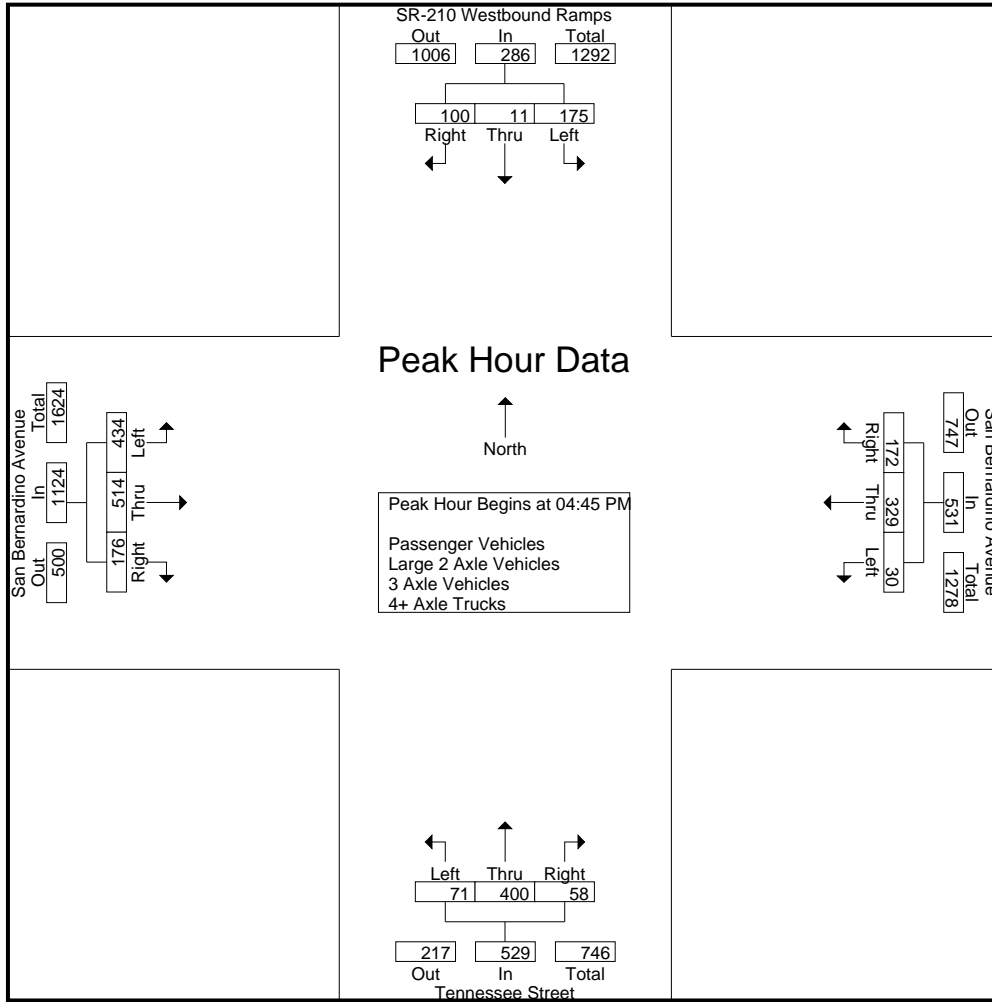
City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

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

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	4	28	64	8	87	46	141	8	93	9	110	105	112	30	247	562
04:15 PM	51	3	27	81	8	108	38	154	8	93	11	112	91	129	30	250	597
04:30 PM	38	6	24	68	2	85	47	134	8	105	10	123	97	113	28	238	563
04:45 PM	40	3	20	63	4	77	48	129	12	82	13	107	109	134	46	289	588
Total	161	16	99	276	22	357	179	558	36	373	43	452	402	488	134	1024	2310
05:00 PM	41	1	22	64	10	85	39	134	16	120	11	147	123	104	42	269	614
05:15 PM	37	2	33	72	10	97	50	157	20	89	18	127	85	160	59	304	660
05:30 PM	57	5	25	87	6	70	35	111	23	109	16	148	117	116	29	262	608
05:45 PM	50	5	25	80	3	101	32	136	12	103	17	132	67	120	31	218	566
Total	185	13	105	303	29	353	156	538	71	421	62	554	392	500	161	1053	2448
Grand Total	346	29	204	579	51	710	335	1096	107	794	105	1006	794	988	295	2077	4758
Apprch %	59.8	5	35.2		4.7	64.8	30.6		10.6	78.9	10.4		38.2	47.6	14.2		
Total %	7.3	0.6	4.3	12.2	1.1	14.9	7	23	2.2	16.7	2.2	21.1	16.7	20.8	6.2	43.7	
Passenger Vehicles	336	28	197	561	49	689	326	1064	104	787	103	994	788	979	285	2052	4671
% Passenger Vehicles	97.1	96.6	96.6	96.9	96.1	97	97.3	97.1	97.2	99.1	98.1	98.8	99.2	99.1	96.6	98.8	98.2
Large 2 Axle Vehicles	1	0	0	1	1	7	2	10	3	1	2	6	1	7	4	12	29
% Large 2 Axle Vehicles	0.3	0	0	0.2	2	1	0.6	0.9	2.8	0.1	1.9	0.6	0.1	0.7	1.4	0.6	0.6
3 Axle Vehicles	2	0	1	3	1	2	4	7	0	3	0	3	1	0	4	5	18
% 3 Axle Vehicles	0.6	0	0.5	0.5	2	0.3	1.2	0.6	0	0.4	0	0.3	0.1	0	1.4	0.2	0.4
4+ Axle Trucks	7	1	6	14	0	12	3	15	0	3	0	3	4	2	2	8	40
% 4+ Axle Trucks	2	3.4	2.9	2.4	0	1.7	0.9	1.4	0	0.4	0	0.3	0.5	0.2	0.7	0.4	0.8

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	40	3	20	63	4	77	48	129	12	82	13	107	109	134	46	289	588
05:00 PM	41	1	22	64	10	85	39	134	16	120	11	147	123	104	42	269	614
05:15 PM	37	2	33	72	10	97	50	157	20	89	18	127	85	160	59	304	660
05:30 PM	57	5	25	87	6	70	35	111	23	109	16	148	117	116	29	262	608
Total Volume	175	11	100	286	30	329	172	531	71	400	58	529	434	514	176	1124	2470
% App. Total	61.2	3.8	35		5.6	62	32.4		13.4	75.6	11		38.6	45.7	15.7		
PHF	.768	.550	.758	.822	.750	.848	.860	.846	.772	.833	.806	.894	.882	.803	.746	.924	.936



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

	05:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	41	1	22	64	8	87	46	141	16	120	11	147	109	134	46	289
+15 mins.	37	2	33	72	8	108	38	154	20	89	18	127	123	104	42	269
+30 mins.	57	5	25	87	2	85	47	134	23	109	16	148	85	160	59	304
+45 mins.	50	5	25	80	4	77	48	129	12	103	17	132	117	116	29	262
Total Volume	185	13	105	303	22	357	179	558	71	421	62	554	434	514	176	1124
% App. Total	61.1	4.3	34.7		3.9	64	32.1		12.8	76	11.2		38.6	45.7	15.7	
PHF	.811	.650	.795	.871	.688	.826	.932	.906	.772	.877	.861	.936	.882	.803	.746	.924

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

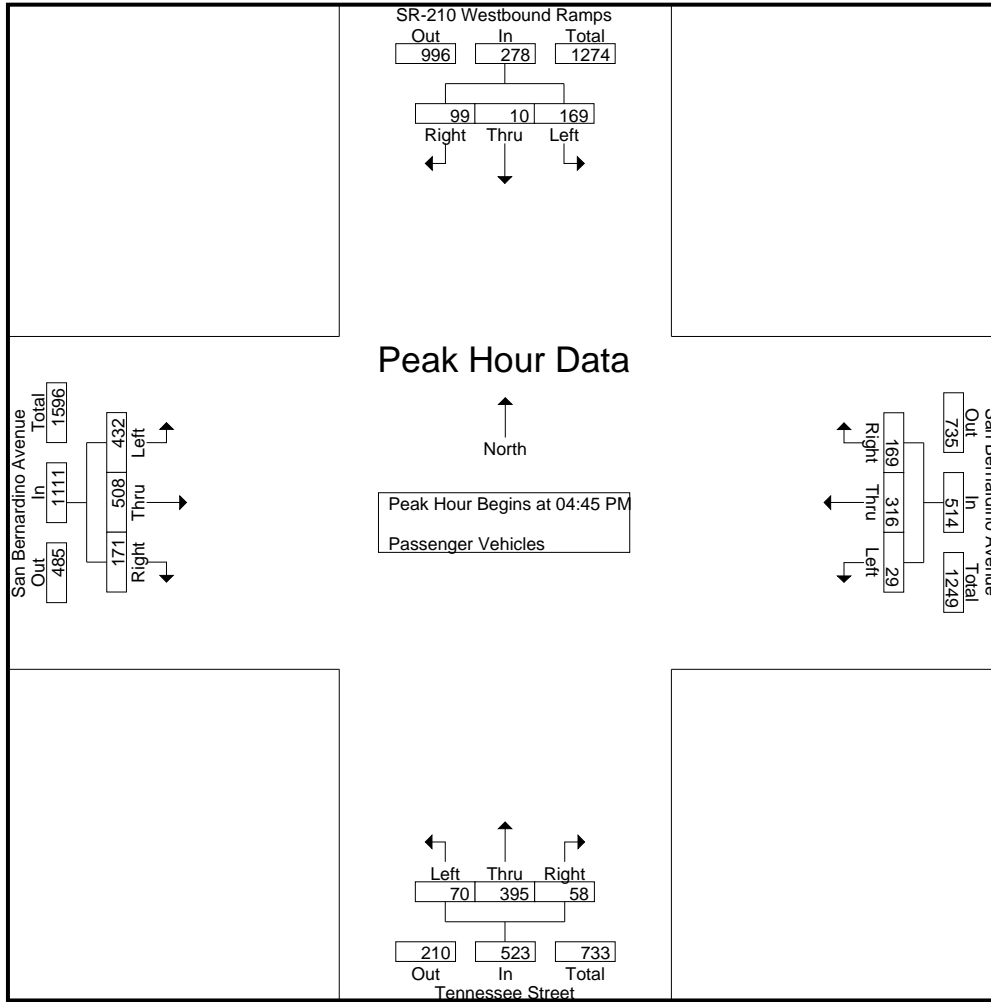
Groups Printed- Passenger Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	4	26	62	7	86	42	135	8	93	9	110	105	110	28	243	550
04:15 PM	51	3	25	79	8	106	37	151	7	93	10	110	88	129	30	247	587
04:30 PM	38	6	22	66	2	83	47	132	8	103	10	121	96	112	28	236	555
04:45 PM	38	3	20	61	3	75	46	124	12	80	13	105	109	134	46	289	579
Total	159	16	93	268	20	350	172	542	35	369	42	446	398	485	132	1015	2271
05:00 PM	40	1	22	63	10	82	39	131	16	118	11	145	122	102	39	263	602
05:15 PM	37	2	32	71	10	93	50	153	20	89	18	127	85	157	57	299	650
05:30 PM	54	4	25	83	6	66	34	106	22	108	16	146	116	115	29	260	595
05:45 PM	46	5	25	76	3	98	31	132	11	103	16	130	67	120	28	215	553
Total	177	12	104	293	29	339	154	522	69	418	61	548	390	494	153	1037	2400
Grand Total	336	28	197	561	49	689	326	1064	104	787	103	994	788	979	285	2052	4671
Apprch %	59.9	5	35.1		4.6	64.8	30.6		10.5	79.2	10.4		38.4	47.7	13.9		
Total %	7.2	0.6	4.2	12	1	14.8	7	22.8	2.2	16.8	2.2	21.3	16.9	21	6.1	43.9	

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	38	3	20	61	3	75	46	124	12	80	13	105	109	134	46	289	579
05:00 PM	40	1	22	63	<b>10</b>	82	39	131	16	<b>118</b>	11	145	<b>122</b>	102	39	263	602
05:15 PM	37	2	<b>32</b>	71	10	<b>93</b>	<b>50</b>	<b>153</b>	20	89	<b>18</b>	127	85	<b>157</b>	<b>57</b>	<b>299</b>	<b>650</b>
05:30 PM	<b>54</b>	<b>4</b>	25	<b>83</b>	6	66	34	106	<b>22</b>	108	16	<b>146</b>	116	115	29	260	595
Total Volume	169	10	99	278	29	316	169	514	70	395	58	523	432	508	171	1111	2426
% App. Total	60.8	3.6	35.6		5.6	61.5	32.9		13.4	75.5	11.1		38.9	45.7	15.4		
PHF	.782	.625	.773	.837	.725	.849	.845	.840	.795	.837	.806	.896	.885	.809	.750	.929	.933

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	38	3	20	61	3	75	46	124	12	80	13	105	109	134	46	289
+15 mins.	40	1	22	63	<b>10</b>	82	39	131	16	<b>118</b>	11	145	<b>122</b>	102	39	263
+30 mins.	37	2	<b>32</b>	71	10	<b>93</b>	<b>50</b>	<b>153</b>	20	89	<b>18</b>	127	85	<b>157</b>	<b>57</b>	<b>299</b>
+45 mins.	<b>54</b>	<b>4</b>	25	<b>83</b>	6	66	34	106	<b>22</b>	108	16	<b>146</b>	116	115	29	260
Total Volume	169	10	99	278	29	316	169	514	70	395	58	523	432	508	171	1111
% App. Total	60.8	3.6	35.6		5.6	61.5	32.9		13.4	75.5	11.1		38.9	45.7	15.4	
PHF	.782	.625	.773	.837	.725	.849	.845	.840	.795	.837	.806	.896	.885	.809	.750	.929

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

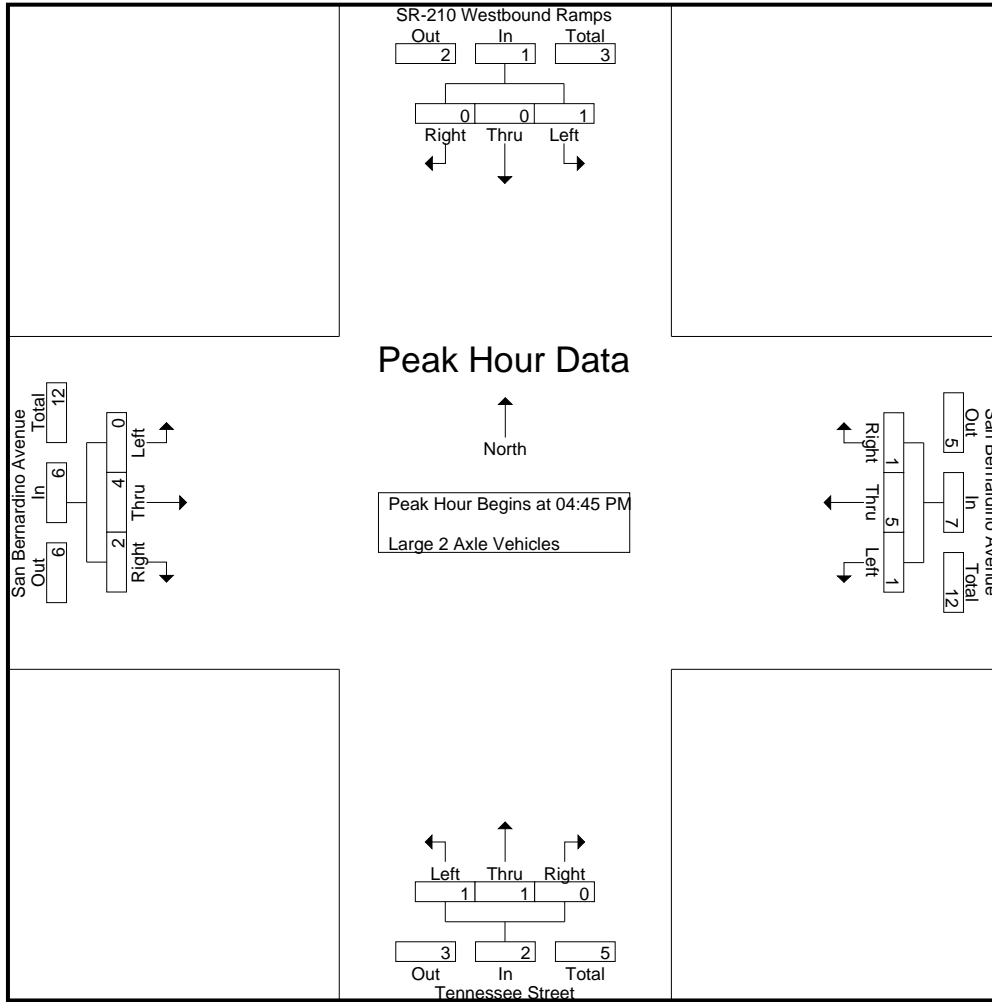
File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	1	0	1	1	0	1	2	1	0	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	0	0	0	1	2	1	4	0	1	0	1	0	0	0	0	5
Total	0	0	0	0	1	3	2	6	1	1	1	3	1	3	0	4	13
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
05:30 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	2	2	5
Total	1	0	0	1	0	4	0	4	2	0	1	3	0	4	4	8	16
Grand Total	1	0	0	1	1	7	2	10	3	1	2	6	1	7	4	12	29
Apprch %	100	0	0		10	70	20		50	16.7	33.3		8.3	58.3	33.3		
Total %	3.4	0	0	3.4	3.4	24.1	6.9	34.5	10.3	3.4	6.9	20.7	3.4	24.1	13.8	41.4	

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	1	2	1	4	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
05:30 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
Total Volume	1	0	0	1	1	5	1	7	1	1	0	2	0	4	2	6	16
% App. Total	100	0	0		14.3	71.4	14.3		50	50	0		0	66.7	33.3		
PHF	.250	.000	.000	.250	.250	.625	.250	.438	.250	.250	.000	.500	.000	.333	.500	.375	.800

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



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	1	2	1	4	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
+45 mins.	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1
Total Volume	1	0	0	1	1	5	1	7	1	1	0	2	0	4	2	6
% App. Total	100	0	0		14.3	71.4	14.3		50	50	0		0	66.7	33.3	
PHF	.250	.000	.000	.250	.250	.625	.250	.438	.250	.250	.000	.500	.000	.333	.500	.375

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

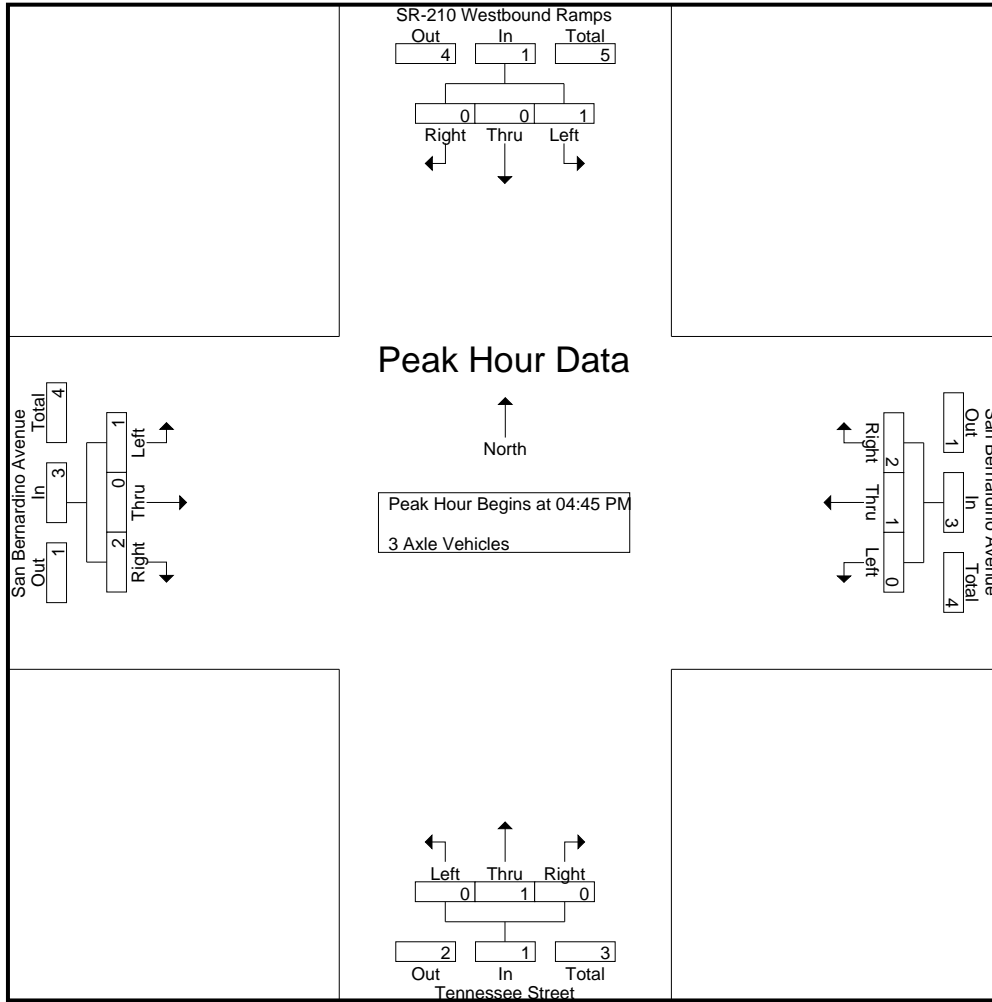
File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	2	2	4
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	1	0	1	0	2	0	2	0	0	0	0	4
04:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>11</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>18</b>
Apprch %	66.7	0	33.3		14.3	28.6	57.1		0	100	0		20	0	80		
Total %	11.1	0	5.6	16.7	5.6	11.1	22.2	38.9	0	16.7	0	16.7	5.6	0	22.2	27.8	

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>8</b>
% App. Total	100	0	0		0	33.3	66.7		0	100	0		33.3	0	66.7		
PHF	.250	.000	.000	.250	.000	.250	.500	.750	.000	.250	.000	.250	.250	.000	.500	.750	.667

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



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

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



City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	2	2	0	1	2	3	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	2	2	0	1	0	1	0	0	0	0	2	0	0	0	2	5
04:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	0	1	3
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>
05:00 PM	1	0	0	1	0	1	0	1	0	2	0	2	1	2	1	4	4	8
05:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	0	4
05:30 PM	2	1	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	6
05:45 PM	3	0	0	3	0	2	1	3	0	0	0	0	0	0	1	1	1	7
<b>Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>25</b>	
<b>Grand Total</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>40</b>	
Apprch %	50	7.1	42.9		0	80	20		0	100	0		50	25	25			
Total %	17.5	2.5	15	35	0	30	7.5	37.5	0	7.5	0	7.5	10	5	5	20		

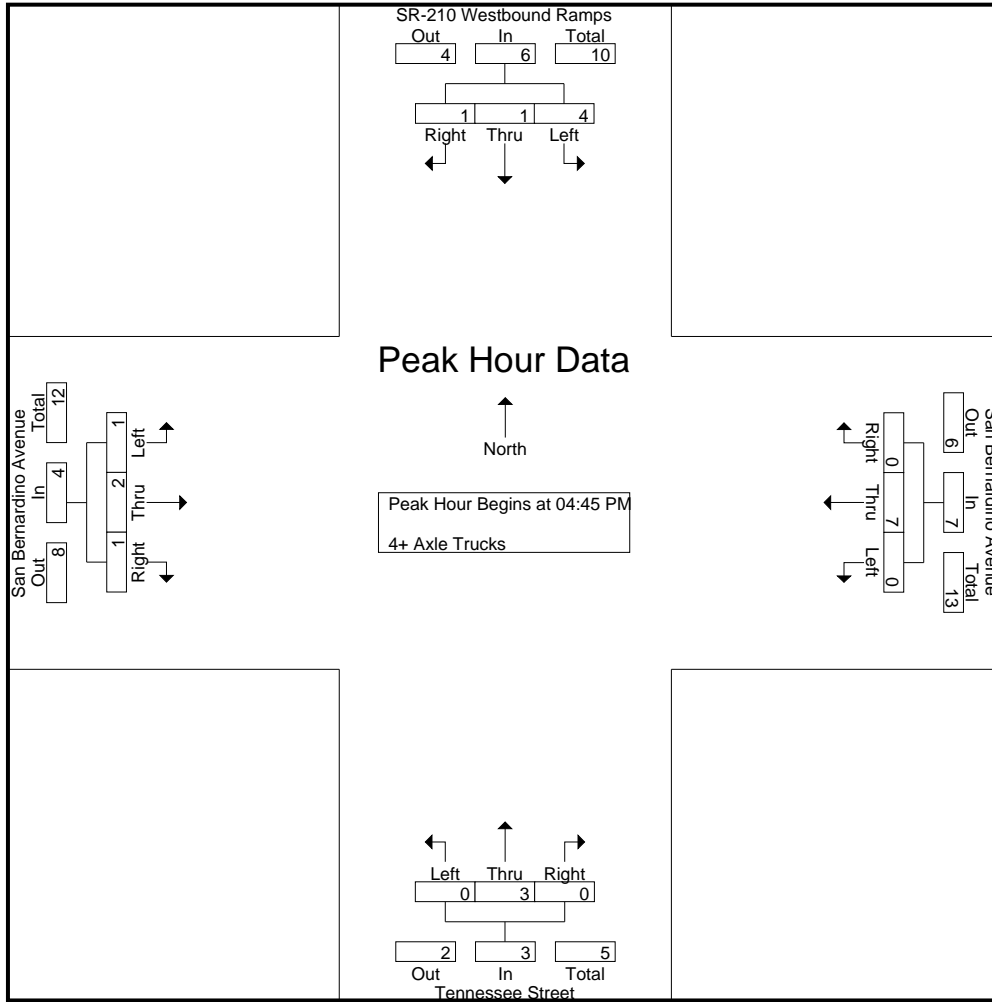
Start Time	SR-210 Westbound Ramps Southbound				San Bernardino Avenue Westbound				Tennessee Street Northbound				San Bernardino Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:00 PM	1	0	0	1	0	1	0	1	0	2	0	2	1	2	1	4	4	8
05:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	0	4
05:30 PM	2	1	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	6
Total Volume	4	1	1	6	0	7	0	7	0	3	0	3	1	2	1	4	4	20
% App. Total	66.7	16.7	16.7		0	100	0		0	100	0		25	50	25			
PHF	.500	.250	.250	.500	.000	.583	.000	.583	.000	.375	.000	.375	.250	.250	.250	.250	.625	

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

City of Redlands  
 N/S: SR-210 WB Ramps/Tennessee Street  
 E/W: San Bernardino Avenue  
 Weather: Clear

File Name : 07\_RED\_210W\_San B PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	1	0	0	1	0	1	0	1	0	2	0	2	1	2	1	4
+30 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	2	1	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	4	1	1	6	0	7	0	7	0	3	0	3	1	2	1	4
% App. Total	66.7	16.7	16.7		0	100	0		0	100	0		25	50	25	
PHF	.500	.250	.250	.500	.000	.583	.000	.583	.000	.375	.000	.375	.250	.250	.250	.250

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

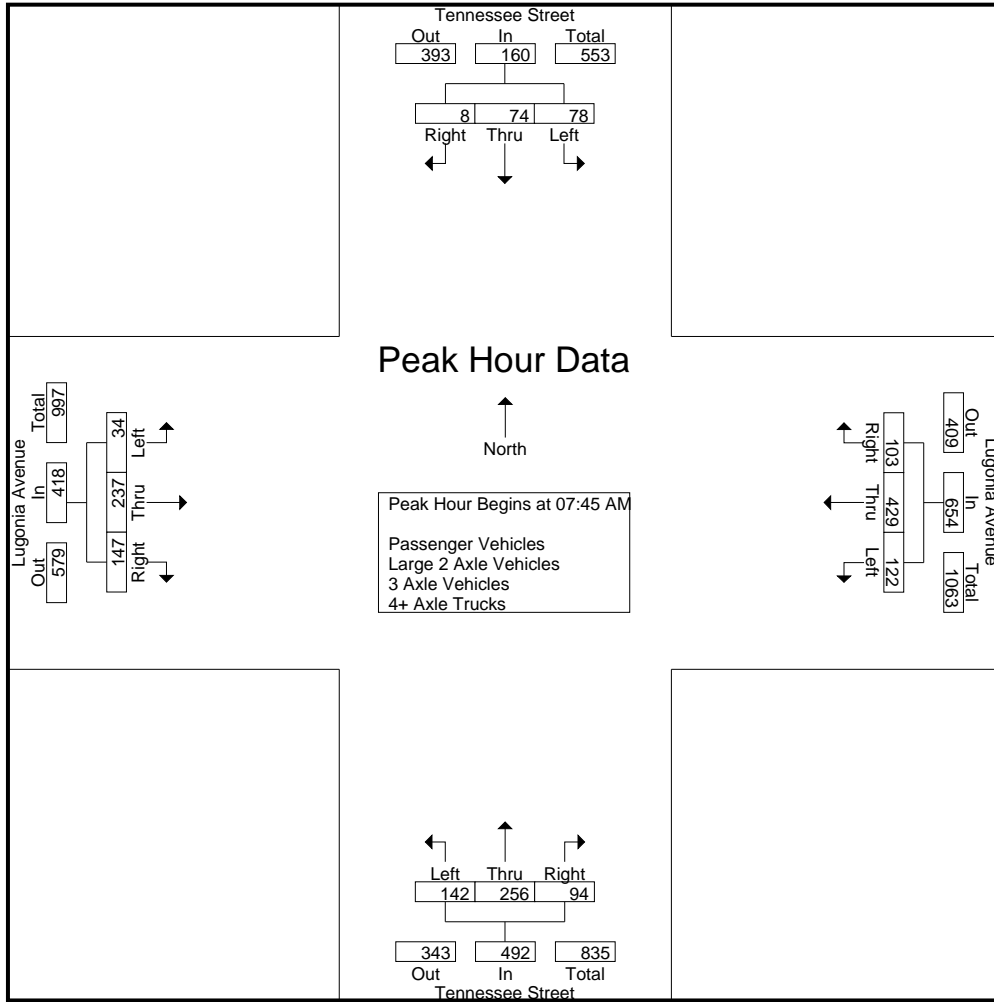
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	14	1	24	25	50	14	89	14	35	22	71	3	43	22	68	252
07:15 AM	8	19	0	27	46	66	27	139	21	49	23	93	3	30	28	61	320
07:30 AM	9	20	1	30	37	82	25	144	28	61	16	105	7	23	28	58	337
07:45 AM	12	19	2	33	32	119	22	173	35	48	30	113	6	58	46	110	429
Total	38	72	4	114	140	317	88	545	98	193	91	382	19	154	124	297	1338
08:00 AM	12	16	1	29	42	95	34	171	28	80	20	128	11	46	27	84	412
08:15 AM	31	19	3	53	20	107	30	157	36	71	22	129	12	69	38	119	458
08:30 AM	23	20	2	45	28	108	17	153	43	57	22	122	5	64	36	105	425
08:45 AM	7	16	2	25	32	109	22	163	52	32	17	101	8	69	35	112	401
Total	73	71	8	152	122	419	103	644	159	240	81	480	36	248	136	420	1696
Grand Total	111	143	12	266	262	736	191	1189	257	433	172	862	55	402	260	717	3034
Apprch %	41.7	53.8	4.5		22	61.9	16.1		29.8	50.2	20		7.7	56.1	36.3		
Total %	3.7	4.7	0.4	8.8	8.6	24.3	6.3	39.2	8.5	14.3	5.7	28.4	1.8	13.2	8.6	23.6	
Passenger Vehicles	110	138	12	260	247	726	190	1163	253	415	167	835	54	383	252	689	2947
% Passenger Vehicles	99.1	96.5	100	97.7	94.3	98.6	99.5	97.8	98.4	95.8	97.1	96.9	98.2	95.3	96.9	96.1	97.1
Large 2 Axle Vehicles	1	2	0	3	7	7	0	14	2	13	2	17	1	13	6	20	54
% Large 2 Axle Vehicles	0.9	1.4	0	1.1	2.7	1	0	1.2	0.8	3	1.2	2	1.8	3.2	2.3	2.8	1.8
3 Axle Vehicles	0	0	0	0	3	2	1	6	1	2	0	3	0	3	2	5	14
% 3 Axle Vehicles	0	0	0	0	1.1	0.3	0.5	0.5	0.4	0.5	0	0.3	0	0.7	0.8	0.7	0.5
4+ Axle Trucks	0	3	0	3	5	1	0	6	1	3	3	7	0	3	0	3	19
% 4+ Axle Trucks	0	2.1	0	1.1	1.9	0.1	0	0.5	0.4	0.7	1.7	0.8	0	0.7	0	0.4	0.6

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	19	2	33	32	<b>119</b>	22	<b>173</b>	35	48	<b>30</b>	113	6	58	<b>46</b>	110	429
08:00 AM	12	16	1	29	<b>42</b>	95	<b>34</b>	171	28	<b>80</b>	20	128	11	46	27	84	412
08:15 AM	<b>31</b>	19	<b>3</b>	<b>53</b>	20	107	30	157	36	71	22	<b>129</b>	<b>12</b>	<b>69</b>	38	<b>119</b>	<b>458</b>
08:30 AM	23	<b>20</b>	2	45	28	108	17	153	<b>43</b>	57	22	122	5	64	36	105	425
Total Volume	78	74	8	160	122	429	103	654	142	256	94	492	34	237	147	418	1724
% App. Total	48.8	46.2	5		18.7	65.6	15.7		28.9	52	19.1		8.1	56.7	35.2		
PHF	.629	.925	.667	.755	.726	.901	.757	.945	.826	.800	.783	.953	.708	.859	.799	.878	.941

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	12	19	2	33	32	<b>119</b>	22	<b>173</b>	35	48	<b>30</b>	113	11	46	27	84
+15 mins.	12	16	1	29	<b>42</b>	95	<b>34</b>	171	28	<b>80</b>	20	128	<b>12</b>	<b>69</b>	<b>38</b>	<b>119</b>
+30 mins.	<b>31</b>	19	<b>3</b>	<b>53</b>	20	107	30	157	36	71	22	<b>129</b>	5	64	36	105
+45 mins.	23	<b>20</b>	2	45	28	108	17	153	<b>43</b>	57	22	122	8	69	35	112
Total Volume	78	74	8	160	122	429	103	654	142	256	94	492	36	248	136	420
% App. Total	48.8	46.2	5		18.7	65.6	15.7		28.9	52	19.1		8.6	59	32.4	
PHF	.629	.925	.667	.755	.726	.901	.757	.945	.826	.800	.783	.953	.750	.899	.895	.882

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	14	1	24	23	49	14	86	14	34	22	70	3	36	21	60	240
07:15 AM	8	19	0	27	44	65	26	135	21	46	22	89	3	29	26	58	309
07:30 AM	9	17	1	27	36	81	25	142	28	61	15	104	7	22	27	56	329
07:45 AM	12	18	2	32	31	118	22	171	34	47	30	111	6	56	46	108	422
Total	38	68	4	110	134	313	87	534	97	188	89	374	19	143	120	282	1300
08:00 AM	12	16	1	29	37	93	34	164	26	74	18	118	10	45	27	82	393
08:15 AM	30	19	3	52	20	106	30	156	36	67	22	125	12	66	35	113	446
08:30 AM	23	20	2	45	26	107	17	150	42	56	21	119	5	61	36	102	416
08:45 AM	7	15	2	24	30	107	22	159	52	30	17	99	8	68	34	110	392
Total	72	70	8	150	113	413	103	629	156	227	78	461	35	240	132	407	1647
Grand Total	110	138	12	260	247	726	190	1163	253	415	167	835	54	383	252	689	2947
Apprch %	42.3	53.1	4.6		21.2	62.4	16.3		30.3	49.7	20		7.8	55.6	36.6		
Total %	3.7	4.7	0.4	8.8	8.4	24.6	6.4	39.5	8.6	14.1	5.7	28.3	1.8	13	8.6	23.4	

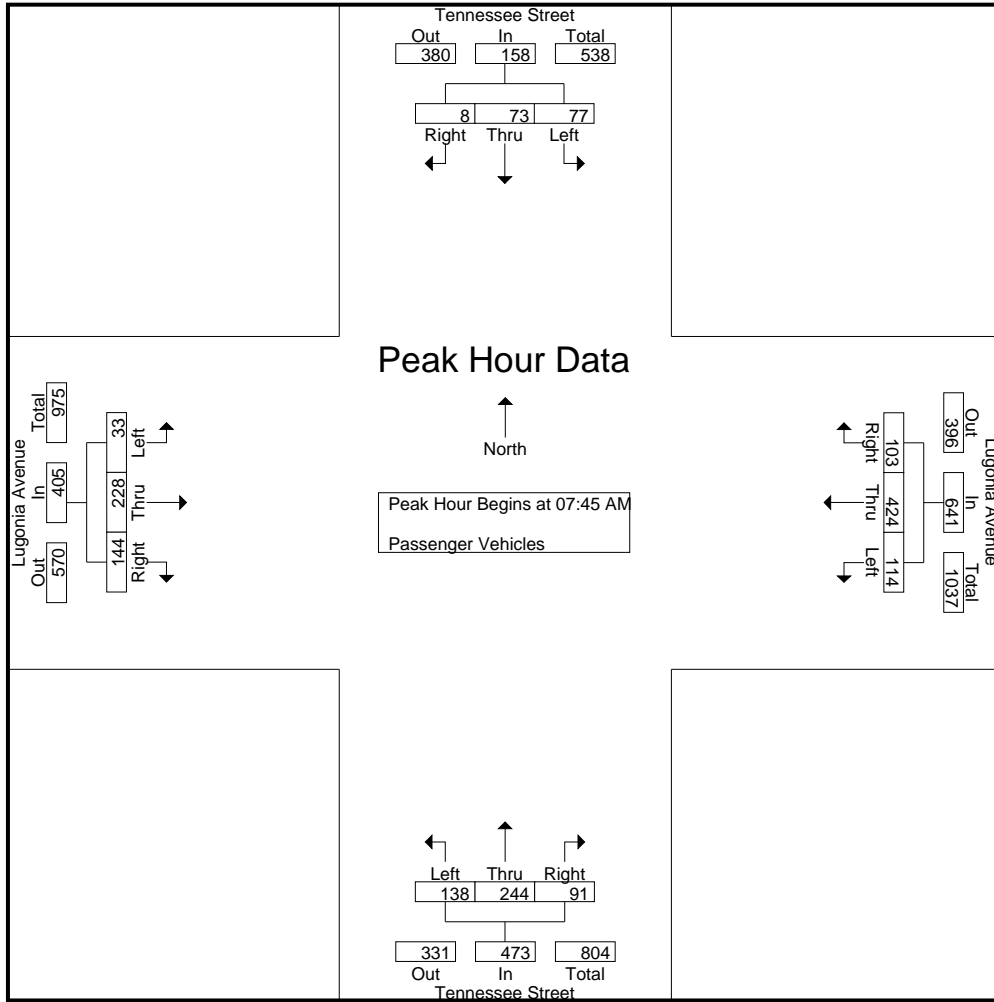
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	12	18	2	32	31	<b>118</b>	22	<b>171</b>	34	47	<b>30</b>	111	6	56	<b>46</b>	108	422
08:00 AM	12	16	1	29	<b>37</b>	93	<b>34</b>	164	26	<b>74</b>	18	118	10	45	27	82	393
08:15 AM	<b>30</b>	19	<b>3</b>	<b>52</b>	20	106	30	156	36	67	22	<b>125</b>	<b>12</b>	<b>66</b>	35	<b>113</b>	<b>446</b>
08:30 AM	23	<b>20</b>	2	45	26	107	17	150	<b>42</b>	56	21	119	5	61	36	102	416
Total Volume	77	73	8	158	114	424	103	641	138	244	91	473	33	228	144	405	1677
% App. Total	48.7	46.2	5.1		17.8	66.1	16.1		29.2	51.6	19.2		8.1	56.3	35.6		
PHF	.642	.913	.667	.760	.770	.898	.757	.937	.821	.824	.758	.946	.688	.864	.783	.896	.940

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	12	18	2	32	31	<b>118</b>	22	<b>171</b>	34	47	<b>30</b>	111	6	56	<b>46</b>	108
+15 mins.	12	16	1	29	<b>37</b>	93	<b>34</b>	164	26	<b>74</b>	18	118	10	45	<b>27</b>	82
+30 mins.	<b>30</b>	19	<b>3</b>	<b>52</b>	20	106	30	156	36	67	22	<b>125</b>	<b>12</b>	<b>66</b>	35	<b>113</b>
+45 mins.	23	<b>20</b>	2	45	26	107	17	150	<b>42</b>	56	21	119	5	61	36	102
Total Volume	77	73	8	158	114	424	103	641	138	244	91	473	33	228	144	405
% App. Total	48.7	46.2	5.1		17.8	66.1	16.1		29.2	51.6	19.2		8.1	56.3	35.6	
PHF	.642	.913	.667	.760	.770	.898	.757	.937	.821	.824	.758	.946	.688	.864	.783	.896

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	5	0	5	8
07:15 AM	0	0	0	0	2	1	0	3	0	2	0	2	0	0	2	2	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:45 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	2	0	2	6
Total	0	1	0	1	4	3	0	7	0	4	1	5	0	8	2	10	23
08:00 AM	0	0	0	0	1	1	0	2	1	3	1	5	1	1	0	2	9
08:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	0	2	3	5	10
08:30 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
08:45 AM	0	1	0	1	1	2	0	3	0	2	0	2	0	1	1	2	8
Total	1	1	0	2	3	4	0	7	2	9	1	12	1	5	4	10	31
Grand Total	1	2	0	3	7	7	0	14	2	13	2	17	1	13	6	20	54
Apprch %	33.3	66.7	0		50	50	0		11.8	76.5	11.8		5	65	30		
Total %	1.9	3.7	0	5.6	13	13	0	25.9	3.7	24.1	3.7	31.5	1.9	24.1	11.1	37	

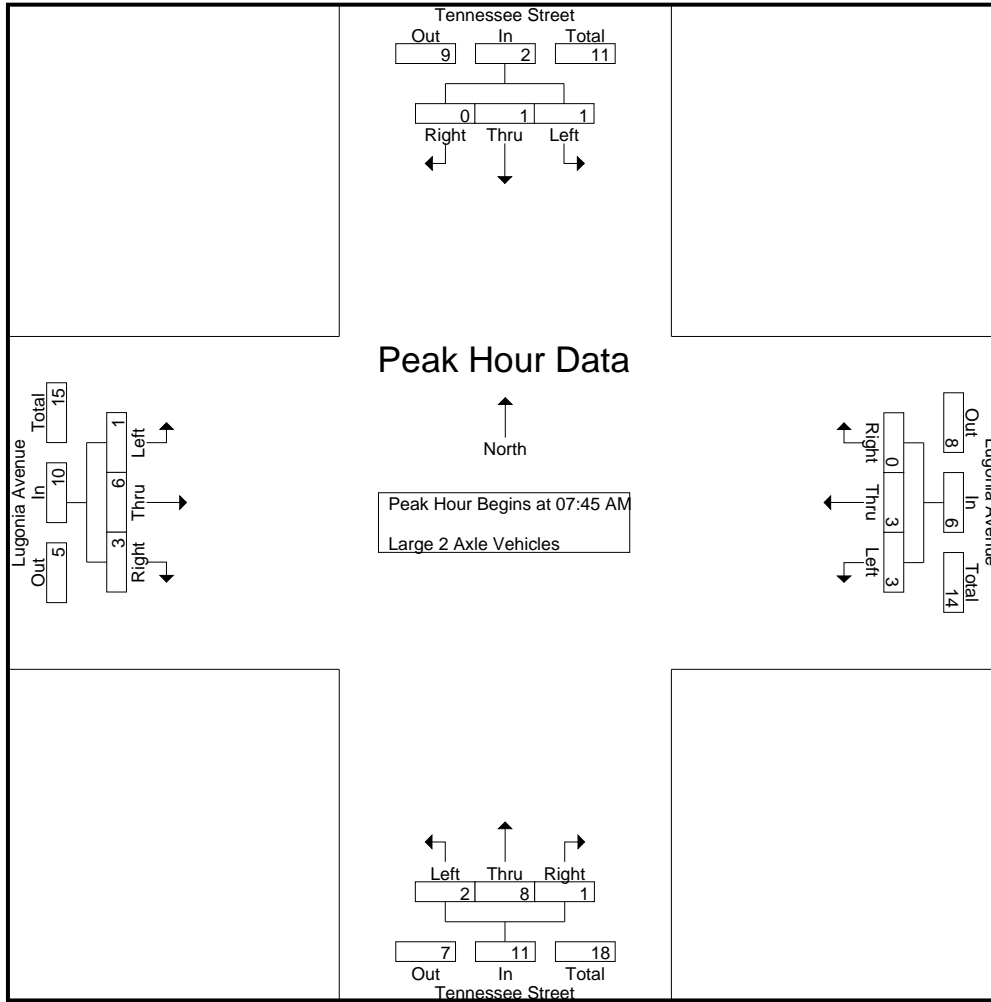
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	2	0	2	6
08:00 AM	0	0	0	0	1	1	0	2	1	3	1	5	1	1	0	2	9
08:15 AM	1	0	0	1	0	0	0	0	0	4	0	4	0	2	3	5	10
08:30 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
Total Volume	1	1	0	2	3	3	0	6	2	8	1	11	1	6	3	10	29
% App. Total	50	50	0		50	50	0		18.2	72.7	9.1		10	60	30		
PHF	.250	.250	.000	.500	.750	.750	.000	.750	.500	.500	.250	.550	.250	.750	.250	.500	.725

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	1	0	1	1	1	0	2	0	1	0	1	0	2	0	2
+15 mins.	0	0	0	0	1	1	0	2	1	3	1	5	1	1	0	2
+30 mins.	1	0	0	1	0	0	0	0	0	4	0	4	0	2	3	5
+45 mins.	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1
Total Volume	1	1	0	2	3	3	0	6	2	8	1	11	1	6	3	10
% App. Total	50	50	0		50	50	0		18.2	72.7	9.1		10	60	30	
PHF	.250	.250	.000	.500	.750	.750	.000	.750	.500	.500	.250	.550	.250	.750	.250	.500



City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	1	3	1	1	0	2	0	2	2	4	9
08:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	1	0	3	0	1	0	1	0	1	0	1	5
Grand Total	0	0	0	0	3	2	1	6	1	2	0	3	0	3	2	5	14
Apprch %	0	0	0		50	33.3	16.7		33.3	66.7	0		0	60	40		
Total %	0	0	0	0	21.4	14.3	7.1	42.9	7.1	14.3	0	21.4	0	21.4	14.3	35.7	

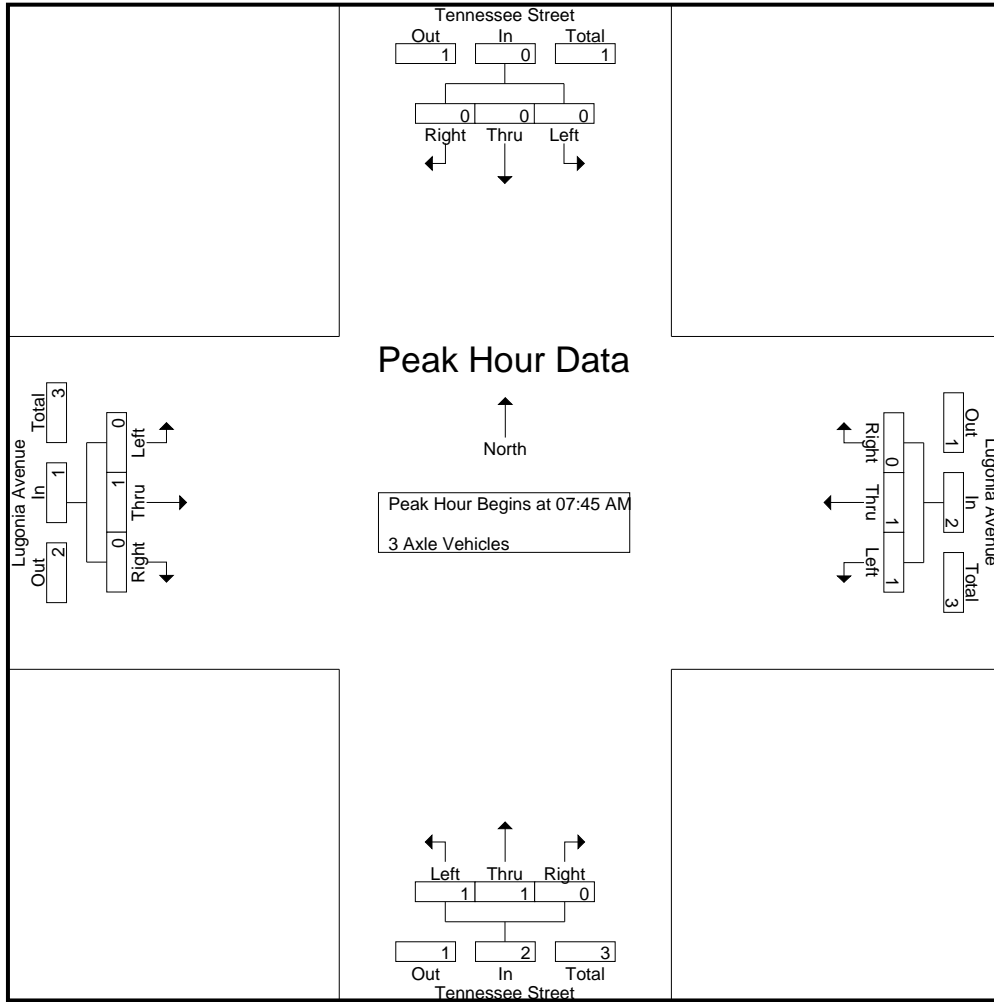
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	2	1	1	0	2	0	1	0	1	5
% App. Total	0	0	0		50	50	0		50	50	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.250	.000	.500	.000	.250	.000	.250	.625

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	1	0	2	0	1	0	1
% App. Total	0	0	0	0	50	50	0	50	50	50	0	50	0	100	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.250	.000	.500	.000	.250	.000	.250

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>
08:00 AM	0	0	0	0	4	0	0	4	1	2	1	4	0	0	0	0	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>19</b>
Apprch %	0	100	0		83.3	16.7	0		14.3	42.9	42.9		0	100	0		
Total %	0	15.8	0	15.8	26.3	5.3	0	31.6	5.3	15.8	15.8	36.8	0	15.8	0	15.8	

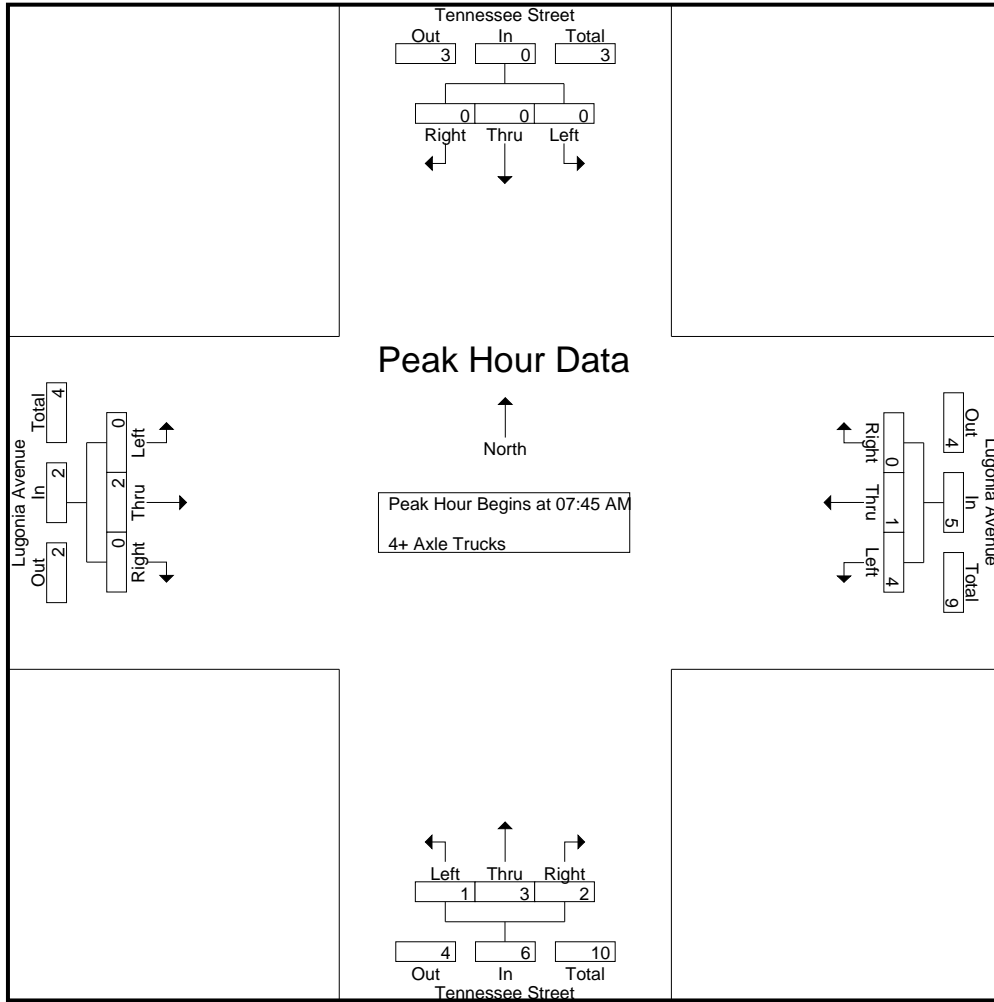
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	4	0	0	4	1	2	1	4	0	0	0	0	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>13</b>
% App. Total	0	0	0		80	20	0		16.7	50	33.3		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.313	.250	.375	.500	.375	.000	.250	.000	.250	.406

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	4	0	0	4	1	2	1	4	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2
Total Volume	0	0	0	0	4	1	0	5	1	3	2	6	0	2	0	2
% App. Total	0	0	0	0	80	20	0		16.7	50	33.3		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.313	.250	.375	.500	.375	.000	.250	.000	.250

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

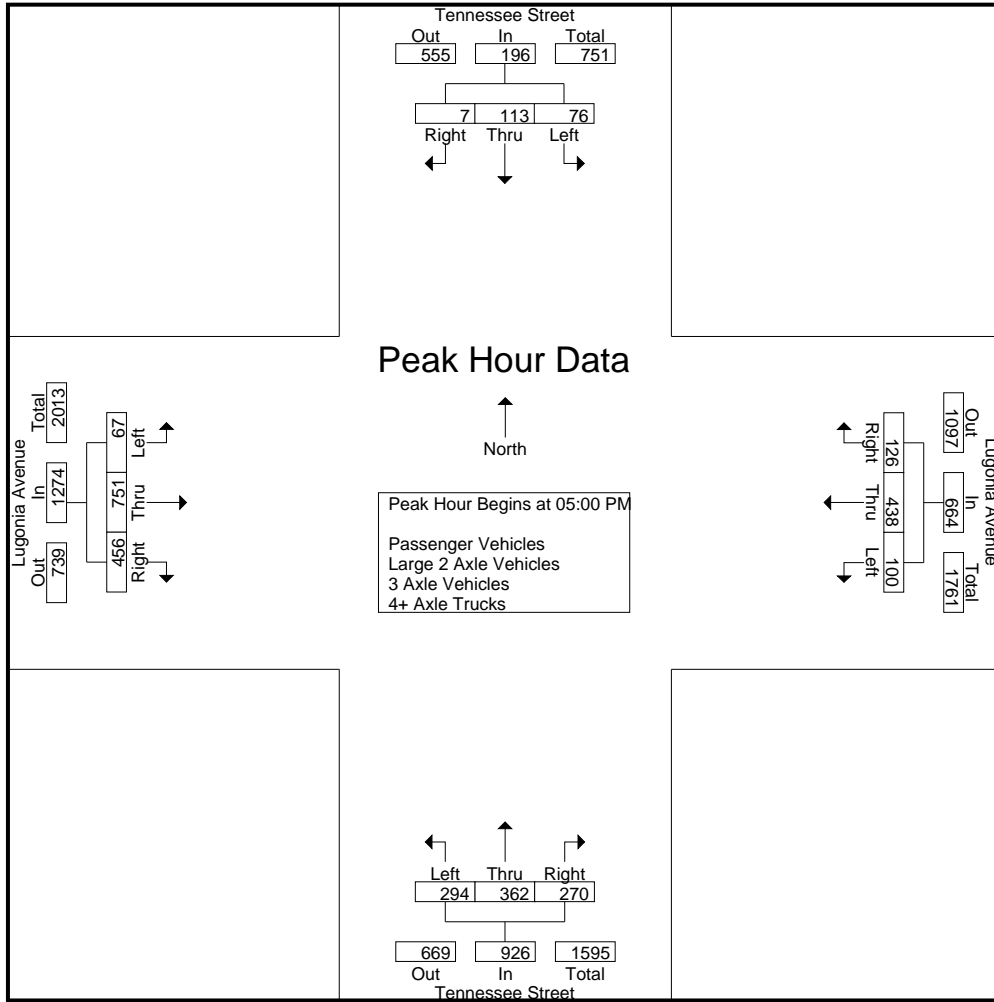
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	23	16	2	41	26	133	21	180	74	73	35	182	16	163	112	291	694
04:15 PM	26	17	6	49	20	114	30	164	82	58	55	195	18	144	102	264	672
04:30 PM	13	18	3	34	23	129	31	183	70	73	65	208	18	187	94	299	724
04:45 PM	28	26	1	55	30	103	39	172	76	73	59	208	9	180	106	295	730
<b>Total</b>	<b>90</b>	<b>77</b>	<b>12</b>	<b>179</b>	<b>99</b>	<b>479</b>	<b>121</b>	<b>699</b>	<b>302</b>	<b>277</b>	<b>214</b>	<b>793</b>	<b>61</b>	<b>674</b>	<b>414</b>	<b>1149</b>	<b>2820</b>
05:00 PM	12	30	3	45	28	90	34	152	66	81	66	213	22	201	101	324	734
05:15 PM	29	40	1	70	29	128	23	180	66	100	77	243	12	169	118	299	792
05:30 PM	19	23	2	44	21	125	32	178	94	93	70	257	17	165	109	291	770
05:45 PM	16	20	1	37	22	95	37	154	68	88	57	213	16	216	128	360	764
<b>Total</b>	<b>76</b>	<b>113</b>	<b>7</b>	<b>196</b>	<b>100</b>	<b>438</b>	<b>126</b>	<b>664</b>	<b>294</b>	<b>362</b>	<b>270</b>	<b>926</b>	<b>67</b>	<b>751</b>	<b>456</b>	<b>1274</b>	<b>3060</b>
<b>Grand Total</b>	<b>166</b>	<b>190</b>	<b>19</b>	<b>375</b>	<b>199</b>	<b>917</b>	<b>247</b>	<b>1363</b>	<b>596</b>	<b>639</b>	<b>484</b>	<b>1719</b>	<b>128</b>	<b>1425</b>	<b>870</b>	<b>2423</b>	<b>5880</b>
Apprch %	44.3	50.7	5.1		14.6	67.3	18.1		34.7	37.2	28.2		5.3	58.8	35.9		
Total %	2.8	3.2	0.3	6.4	3.4	15.6	4.2	23.2	10.1	10.9	8.2	29.2	2.2	24.2	14.8	41.2	
Passenger Vehicles	162	179	19	360	196	910	243	1349	595	631	473	1699	128	1416	867	2411	5819
% Passenger Vehicles	97.6	94.2	100	96	98.5	99.2	98.4	99	99.8	98.7	97.7	98.8	100	99.4	99.7	99.5	99
Large 2 Axle Vehicles	2	6	0	8	1	6	1	8	1	5	4	10	0	8	3	11	37
% Large 2 Axle Vehicles	1.2	3.2	0	2.1	0.5	0.7	0.4	0.6	0.2	0.8	0.8	0.6	0	0.6	0.3	0.5	0.6
3 Axle Vehicles	2	1	0	3	1	1	1	3	0	3	0	3	0	0	0	0	9
% 3 Axle Vehicles	1.2	0.5	0	0.8	0.5	0.1	0.4	0.2	0	0.5	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	4	0	4	1	0	2	3	0	0	7	7	0	1	0	1	15
% 4+ Axle Trucks	0	2.1	0	1.1	0.5	0	0.8	0.2	0	0	1.4	0.4	0	0.1	0	0	0.3

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	30	<b>3</b>	45	28	90	34	152	66	81	66	213	<b>22</b>	201	101	324	734
05:15 PM	<b>29</b>	<b>40</b>	1	<b>70</b>	<b>29</b>	<b>128</b>	23	<b>180</b>	66	<b>100</b>	<b>77</b>	243	12	169	118	299	<b>792</b>
05:30 PM	19	23	2	44	21	125	32	178	<b>94</b>	93	70	<b>257</b>	17	165	109	291	770
05:45 PM	16	20	1	37	22	95	<b>37</b>	154	68	88	57	213	16	<b>216</b>	<b>128</b>	<b>360</b>	764
Total Volume	76	113	7	196	100	438	126	664	294	362	270	926	67	751	456	1274	3060
% App. Total	38.8	57.7	3.6		15.1	66	19		31.7	39.1	29.2		5.3	58.9	35.8		
PHF	.655	.706	.583	.700	.862	.855	.851	.922	.782	.905	.877	.901	.761	.869	.891	.885	.966

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	28	26	1	55	26	<b>133</b>	21	180	66	81	66	213	<b>22</b>	201	101	324
+15 mins.	12	30	<b>3</b>	45	20	114	30	164	66	<b>100</b>	<b>77</b>	243	12	169	118	299
+30 mins.	<b>29</b>	<b>40</b>	1	<b>70</b>	23	129	31	<b>183</b>	<b>94</b>	93	70	<b>257</b>	17	165	109	291
+45 mins.	19	23	2	44	<b>30</b>	103	<b>39</b>	172	68	88	57	213	16	<b>216</b>	<b>128</b>	<b>360</b>
Total Volume	88	119	7	214	99	479	121	699	294	362	270	926	67	751	456	1274
% App. Total	41.1	55.6	3.3		14.2	68.5	17.3		31.7	39.1	29.2		5.3	58.9	35.8	
PHF	.759	.744	.583	.764	.825	.900	.776	.955	.782	.905	.877	.901	.761	.869	.891	.885

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	15	2	38	25	133	21	179	74	73	34	181	16	163	112	291	689
04:15 PM	26	17	6	49	19	113	30	162	81	56	55	192	18	140	102	260	663
04:30 PM	13	18	3	34	23	128	31	182	70	71	63	204	18	187	94	299	719
04:45 PM	28	25	1	54	30	101	38	169	76	72	56	204	9	180	106	295	722
Total	88	75	12	175	97	475	120	692	301	272	208	781	61	670	414	1145	2793
05:00 PM	12	27	3	42	28	89	32	149	66	81	65	212	22	200	100	322	725
05:15 PM	29	38	1	68	29	128	23	180	66	100	74	240	12	169	117	298	786
05:30 PM	18	22	2	42	21	123	31	175	94	92	69	255	17	163	109	289	761
05:45 PM	15	17	1	33	21	95	37	153	68	86	57	211	16	214	127	357	754
Total	74	104	7	185	99	435	123	657	294	359	265	918	67	746	453	1266	3026
Grand Total	162	179	19	360	196	910	243	1349	595	631	473	1699	128	1416	867	2411	5819
Apprch %	45	49.7	5.3		14.5	67.5	18		35	37.1	27.8		5.3	58.7	36		
Total %	2.8	3.1	0.3	6.2	3.4	15.6	4.2	23.2	10.2	10.8	8.1	29.2	2.2	24.3	14.9	41.4	

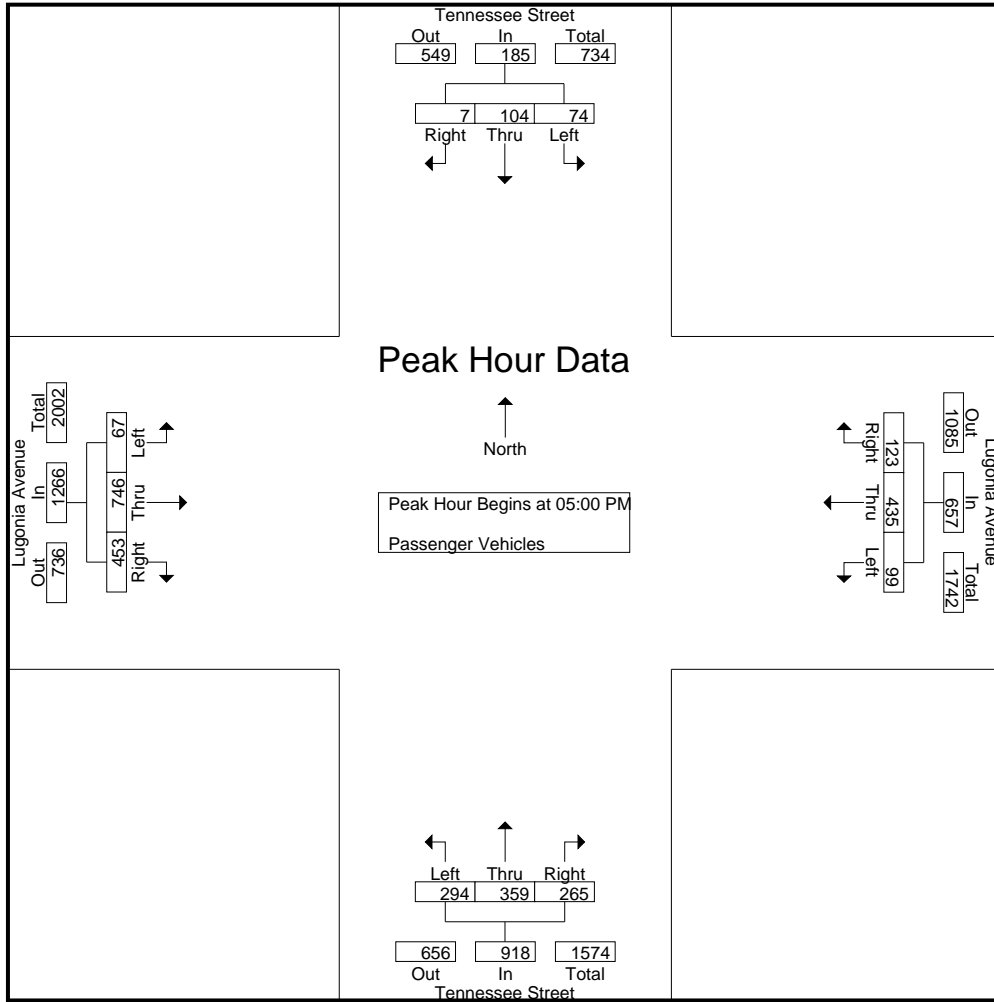
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	12	27	<b>3</b>	42	28	89	32	149	66	81	65	212	<b>22</b>	200	100	322	725
05:15 PM	<b>29</b>	<b>38</b>	1	<b>68</b>	<b>29</b>	<b>128</b>	23	<b>180</b>	66	<b>100</b>	<b>74</b>	240	12	169	117	298	<b>786</b>
05:30 PM	18	22	2	42	21	123	31	175	<b>94</b>	92	69	<b>255</b>	17	163	109	289	761
05:45 PM	15	17	1	33	21	95	<b>37</b>	153	68	86	57	211	16	<b>214</b>	<b>127</b>	<b>357</b>	754
Total Volume	74	104	7	185	99	435	123	657	294	359	265	918	67	746	453	1266	3026
% App. Total	40	56.2	3.8		15.1	66.2	18.7		32	39.1	28.9		5.3	58.9	35.8		
PHF	.638	.684	.583	.680	.853	.850	.831	.913	.782	.898	.895	.900	.761	.871	.892	.887	.962

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	27	3	42	28	89	32	149	66	81	65	212	22	200	100	322
+15 mins.	29	38	1	68	29	128	23	180	66	100	74	240	12	169	117	298
+30 mins.	18	22	2	42	21	123	31	175	94	92	69	255	17	163	109	289
+45 mins.	15	17	1	33	21	95	37	153	68	86	57	211	16	214	127	357
Total Volume	74	104	7	185	99	435	123	657	294	359	265	918	67	746	453	1266
% App. Total	40	56.2	3.8		15.1	66.2	18.7		32	39.1	28.9		5.3	58.9	35.8	
PHF	.638	.684	.583	.680	.853	.850	.831	.913	.782	.898	.895	.900	.761	.871	.892	.887



City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	3	0	3	6
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	2	0	2	0	1	1	2	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>13</b>
05:00 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	1	1	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:30 PM	1	1	0	2	0	2	1	3	0	0	0	0	0	2	0	2	7
05:45 PM	1	1	0	2	1	0	0	1	0	2	0	2	0	2	1	3	8
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>24</b>
<b>Grand Total</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>37</b>
Apprch %	25	75	0		12.5	75	12.5		10	50	40		0	72.7	27.3		
Total %	5.4	16.2	0	21.6	2.7	16.2	2.7	21.6	2.7	13.5	10.8	27	0	21.6	8.1	29.7	

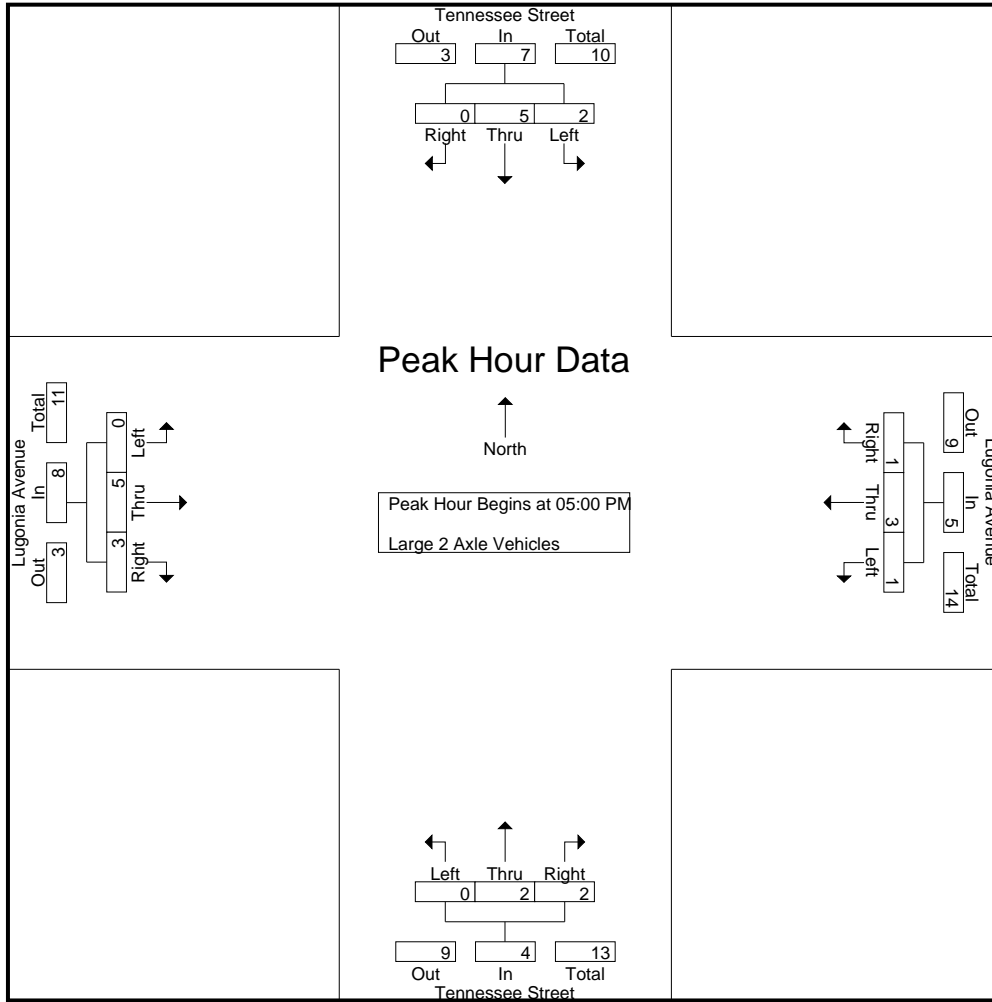
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	1	1	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:30 PM	1	1	0	2	0	2	1	3	0	0	0	0	0	2	0	2	7
05:45 PM	1	1	0	2	1	0	0	1	0	2	0	2	0	2	1	3	8
<b>Total Volume</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>24</b>
% App. Total	28.6	71.4	0		20	60	20		0	50	50		0	62.5	37.5		
PHF	.500	.625	.000	.875	.250	.375	.250	.417	.000	.250	.500	.500	.000	.625	.750	.667	.750

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	1	0	1	0	0	1	1	0	1	1	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1
+30 mins.	1	1	0	2	0	2	1	3	0	0	0	0	0	2	0	2
+45 mins.	1	1	0	2	1	0	0	1	0	2	0	2	0	2	1	3
Total Volume	2	5	0	7	1	3	1	5	0	2	2	4	0	5	3	8
% App. Total	28.6	71.4	0		20	60	20		0	50	50		0	62.5	37.5	
PHF	.500	.625	.000	.875	.250	.375	.250	.417	.000	.250	.500	.500	.000	.625	.750	.667

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

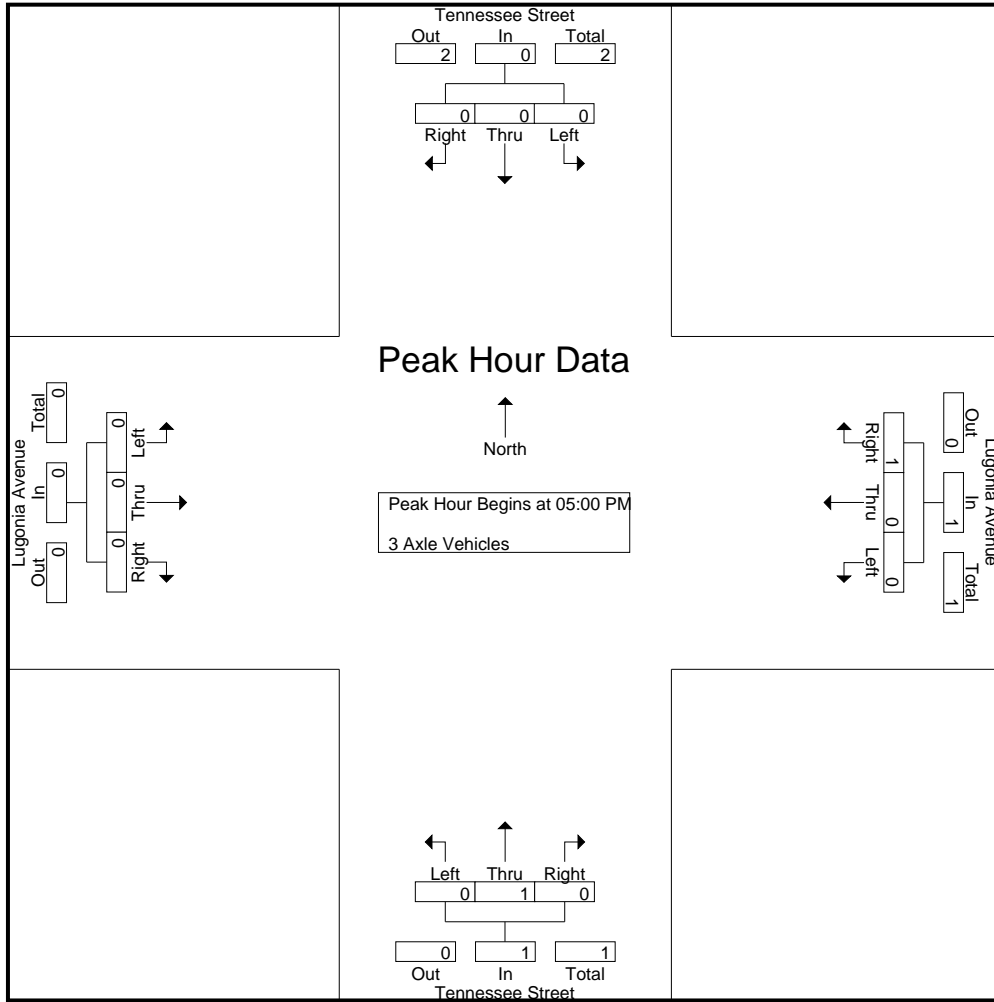
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	1	1	0	2	0	2	0	2	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	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	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
Grand Total	2	1	0	3	1	1	1	3	0	3	0	3	0	0	0	0	0	9
Apprch %	66.7	33.3	0		33.3	33.3	33.3		0	100	0		0	0	0			
Total %	22.2	11.1	0	33.3	11.1	11.1	11.1	33.3	0	33.3	0	33.3	0	0	0	0		

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	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	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	100		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
Total	0	0	0	0	1	0	1	2	0	0	4	4	0	1	0	1	7
05:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	0	0	1	1	0	0	3	3	0	0	0	0	8
Grand Total	0	4	0	4	1	0	2	3	0	0	7	7	0	1	0	1	15
Apprch %	0	100	0		33.3	0	66.7		0	0	100		0	100	0		
Total %	0	26.7	0	26.7	6.7	0	13.3	20	0	0	46.7	46.7	0	6.7	0	6.7	

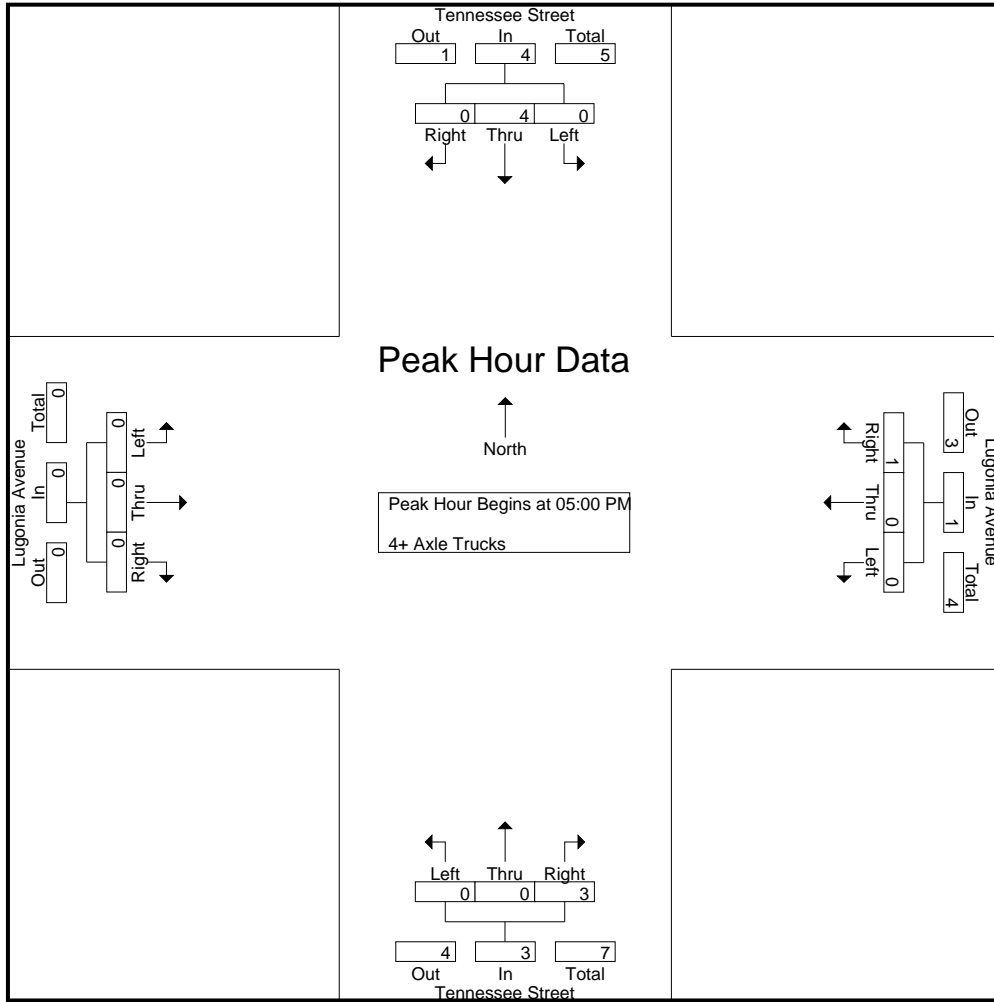
Start Time	Tennessee Street Southbound				Lugonia Avenue Westbound				Tennessee Street Northbound				Lugonia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	0	0	1	1	0	0	3	3	0	0	0	0	8
% App. Total	0	100	0		0	0	100		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.375	.375	.000	.000	.000	.000	.667

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Lugonia Avenue  
 Weather: Clear

File Name : 08\_RED\_Ten\_Lug PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	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	4	0	4	0	0	1	1	0	0	3	3	0	0	0	0
% App. Total	0	100	0	100	0	0	100	100	0	0	100	100	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.375	.375	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

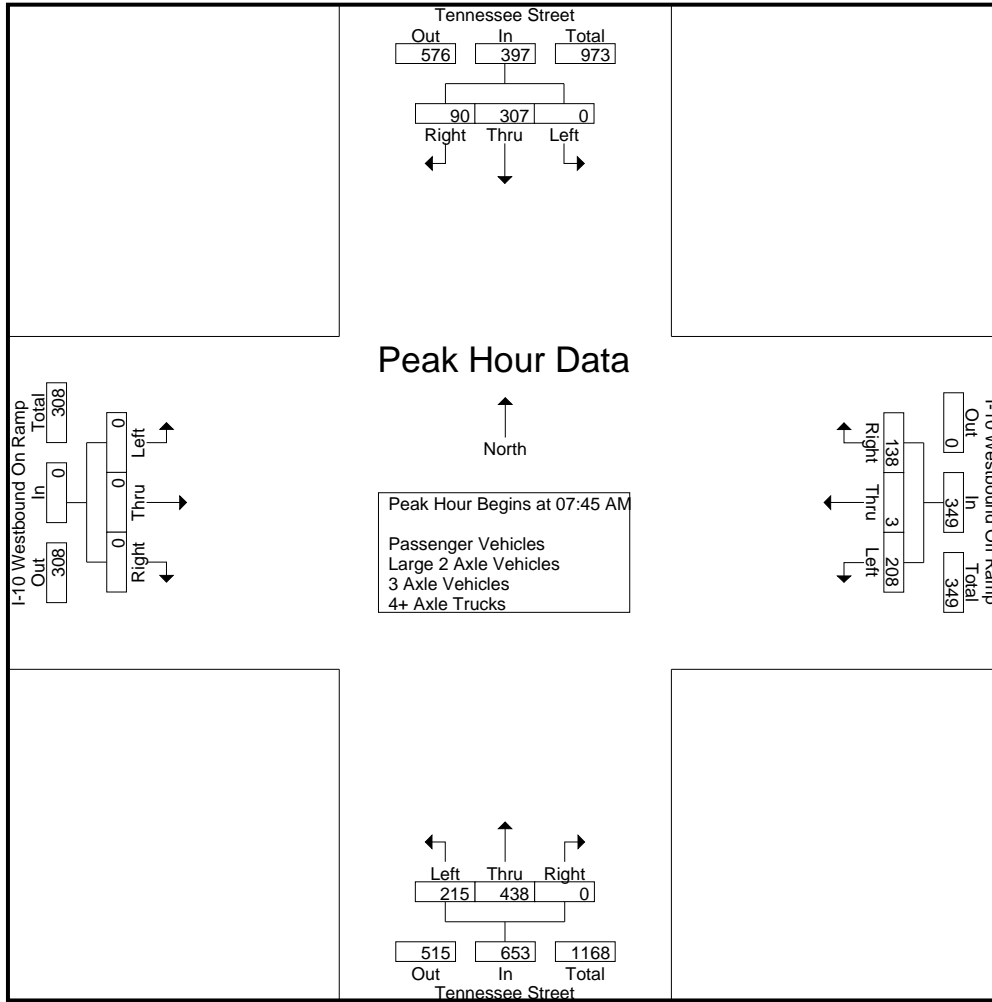
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	54	25	79	35	1	18	54	54	82	0	136	0	0	0	0	269
07:15 AM	0	57	35	92	46	0	17	63	57	96	0	153	0	0	0	0	308
07:30 AM	0	69	31	100	54	1	29	84	50	94	0	144	0	0	0	0	328
07:45 AM	0	88	17	105	74	1	34	109	47	100	0	147	0	0	0	0	361
<b>Total</b>	0	268	108	376	209	3	98	310	208	372	0	580	0	0	0	0	1266
08:00 AM	0	68	30	98	52	0	31	83	47	121	0	168	0	0	0	0	349
08:15 AM	0	76	18	94	40	0	34	74	63	124	0	187	0	0	0	0	355
08:30 AM	0	75	25	100	42	2	39	83	58	93	0	151	0	0	0	0	334
08:45 AM	0	77	24	101	51	2	47	100	47	84	0	131	0	0	0	0	332
<b>Total</b>	0	296	97	393	185	4	151	340	215	422	0	637	0	0	0	0	1370
<b>Grand Total</b>	0	564	205	769	394	7	249	650	423	794	0	1217	0	0	0	0	2636
Apprch %	0	73.3	26.7		60.6	1.1	38.3		34.8	65.2	0		0	0	0		
Total %	0	21.4	7.8	29.2	14.9	0.3	9.4	24.7	16	30.1	0	46.2	0	0	0	0	
Passenger Vehicles	0	547	192	739	384	5	245	634	410	744	0	1154	0	0	0	0	2527
% Passenger Vehicles	0	97	93.7	96.1	97.5	71.4	98.4	97.5	96.9	93.7	0	94.8	0	0	0	0	95.9
Large 2 Axle Vehicles	0	10	8	18	10	2	3	15	9	36	0	45	0	0	0	0	78
% Large 2 Axle Vehicles	0	1.8	3.9	2.3	2.5	28.6	1.2	2.3	2.1	4.5	0	3.7	0	0	0	0	3
3 Axle Vehicles	0	5	0	5	0	0	0	0	2	5	0	7	0	0	0	0	12
% 3 Axle Vehicles	0	0.9	0	0.7	0	0	0	0	0.5	0.6	0	0.6	0	0	0	0	0.5
4+ Axle Trucks	0	2	5	7	0	0	1	1	2	9	0	11	0	0	0	0	19
% 4+ Axle Trucks	0	0.4	2.4	0.9	0	0	0.4	0.2	0.5	1.1	0	0.9	0	0	0	0	0.7

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	<b>88</b>	17	<b>105</b>	<b>74</b>	1	34	<b>109</b>	47	100	0	147	0	0	0	0	<b>361</b>
08:00 AM	0	68	<b>30</b>	98	52	0	31	83	47	121	0	168	0	0	0	0	349
08:15 AM	0	76	18	94	40	0	34	74	<b>63</b>	<b>124</b>	0	<b>187</b>	0	0	0	0	355
08:30 AM	0	75	25	100	42	<b>2</b>	<b>39</b>	83	58	93	0	151	0	0	0	0	334
Total Volume	0	307	90	397	208	3	138	349	215	438	0	653	0	0	0	0	1399
% App. Total	0	77.3	22.7		59.6	0.9	39.5		32.9	67.1	0		0	0	0		
PHF	.000	.872	.750	.945	.703	.375	.885	.800	.853	.883	.000	.873	.000	.000	.000	.000	.969

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:45 AM				07:00 AM			
+0 mins.	0	69	31	100	54	1	29	84	47	100	0	147	0	0	0	0
+15 mins.	0	<b>88</b>	17	<b>105</b>	<b>74</b>	1	<b>34</b>	<b>109</b>	47	121	0	168	0	0	0	0
+30 mins.	0	68	30	98	52	0	31	83	<b>63</b>	<b>124</b>	0	<b>187</b>	0	0	0	0
+45 mins.	0	76	18	94	40	0	34	74	58	93	0	151	0	0	0	0
Total Volume	0	301	96	397	220	2	128	350	215	438	0	653	0	0	0	0
% App. Total	0	75.8	24.2		62.9	0.6	36.6		32.9	67.1	0		0	0	0	
PHF	.000	.855	.774	.945	.743	.500	.941	.803	.853	.883	.000	.873	.000	.000	.000	.000



City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

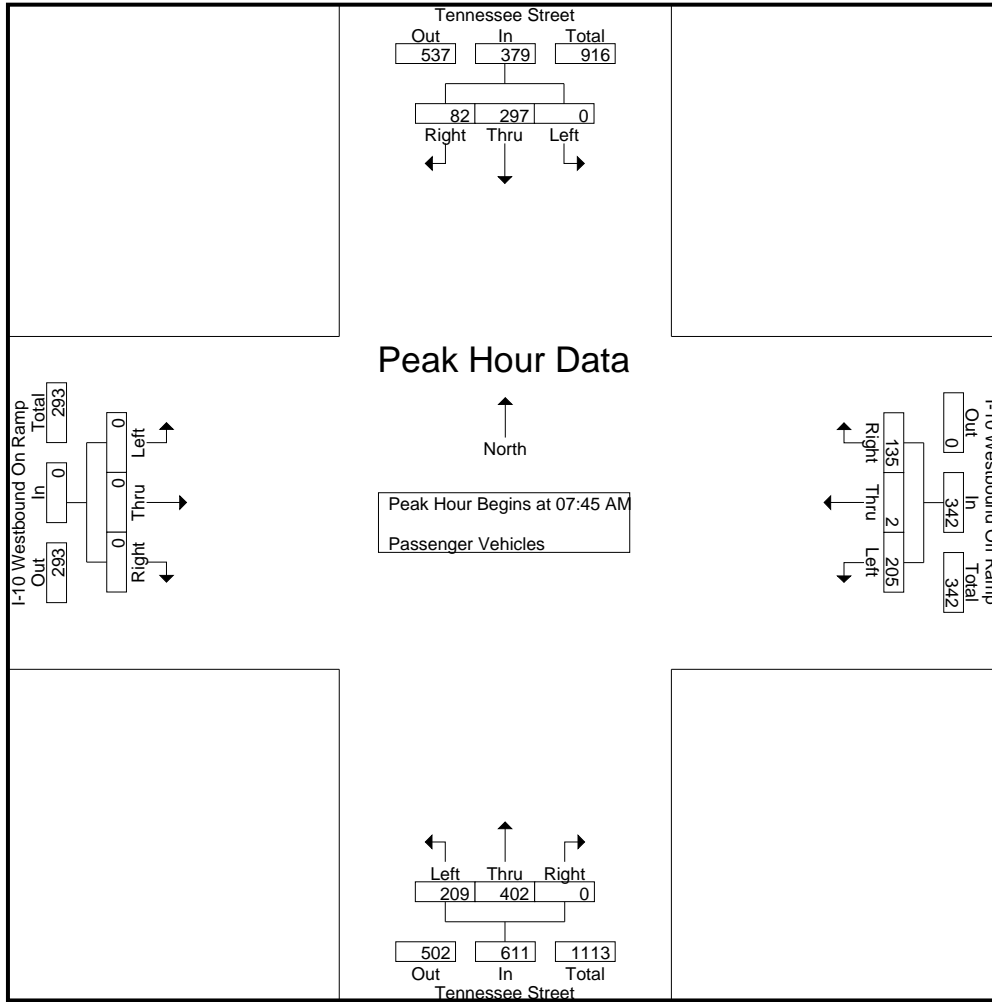
Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	53	24	77	34	0	17	51	53	81	0	134	0	0	0	0	262
07:15 AM	0	56	33	89	44	0	17	61	55	90	0	145	0	0	0	0	295
07:30 AM	0	67	31	98	53	1	29	83	46	90	0	136	0	0	0	0	317
07:45 AM	0	86	17	103	71	1	34	106	46	97	0	143	0	0	0	0	352
Total	0	262	105	367	202	2	97	301	200	358	0	558	0	0	0	0	1226
08:00 AM	0	67	26	93	52	0	30	82	43	107	0	150	0	0	0	0	325
08:15 AM	0	72	16	88	40	0	34	74	62	113	0	175	0	0	0	0	337
08:30 AM	0	72	23	95	42	1	37	80	58	85	0	143	0	0	0	0	318
08:45 AM	0	74	22	96	48	2	47	97	47	81	0	128	0	0	0	0	321
Total	0	285	87	372	182	3	148	333	210	386	0	596	0	0	0	0	1301
Grand Total	0	547	192	739	384	5	245	634	410	744	0	1154	0	0	0	0	2527
Apprch %	0	74	26		60.6	0.8	38.6		35.5	64.5	0		0	0	0		
Total %	0	21.6	7.6	29.2	15.2	0.2	9.7	25.1	16.2	29.4	0	45.7	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	<b>86</b>	17	<b>103</b>	<b>71</b>	<b>1</b>	34	<b>106</b>	46	97	0	143	0	0	0	0	<b>352</b>
08:00 AM	0	67	<b>26</b>	93	52	0	30	82	43	107	0	150	0	0	0	0	325
08:15 AM	0	72	16	88	40	0	34	74	<b>62</b>	<b>113</b>	0	<b>175</b>	0	0	0	0	337
08:30 AM	0	72	23	95	42	1	<b>37</b>	80	58	85	0	143	0	0	0	0	318
Total Volume	0	297	82	379	205	2	135	342	209	402	0	611	0	0	0	0	1332
% App. Total	0	78.4	21.6		59.9	0.6	39.5		34.2	65.8	0		0	0	0		
PHF	.000	.863	.788	.920	.722	.500	.912	.807	.843	.889	.000	.873	.000	.000	.000	.000	.946

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



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	86	17	103	71	1	34	106	46	97	0	143	0	0	0	0
+15 mins.	0	67	26	93	52	0	30	82	43	107	0	150	0	0	0	0
+30 mins.	0	72	16	88	40	0	34	74	62	113	0	175	0	0	0	0
+45 mins.	0	72	23	95	42	1	37	80	58	85	0	143	0	0	0	0
Total Volume	0	297	82	379	205	2	135	342	209	402	0	611	0	0	0	0
% App. Total	0	78.4	21.6		59.9	0.6	39.5		34.2	65.8	0		0	0	0	
PHF	.000	.863	.788	.920	.722	.500	.912	.807	.843	.889	.000	.873	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

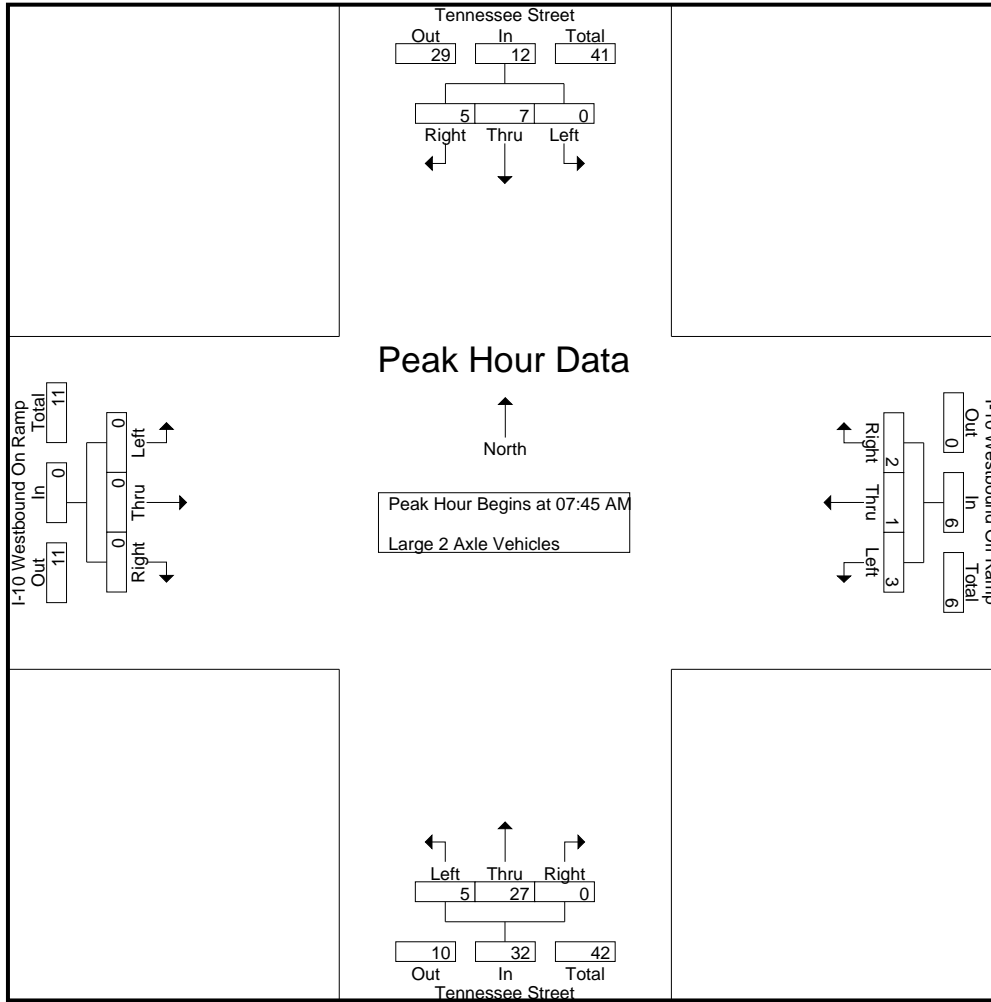
Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	1	3	1	1	0	2	0	0	0	0	5
07:15 AM	0	1	2	3	2	0	0	2	1	2	0	3	0	0	0	0	8
07:30 AM	0	0	0	0	1	0	0	1	2	3	0	5	0	0	0	0	6
07:45 AM	0	2	0	2	3	0	0	3	1	2	0	3	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
08:00 AM	0	0	1	1	0	0	1	1	3	8	0	11	0	0	0	0	13
08:15 AM	0	3	2	5	0	0	0	0	1	11	0	12	0	0	0	0	17
08:30 AM	0	2	2	4	0	1	1	2	0	6	0	6	0	0	0	0	12
08:45 AM	0	2	1	3	3	0	0	3	0	3	0	3	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>28</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
<b>Grand Total</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>
Apprch %	0	55.6	44.4		66.7	13.3	20		20	80	0		0	0	0		
Total %	0	12.8	10.3	23.1	12.8	2.6	3.8	19.2	11.5	46.2	0	57.7	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 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	3	0	0	3	1	2	0	3	0	0	0	0	8
08:00 AM	0	0	1	1	0	0	1	1	3	8	0	11	0	0	0	0	13
08:15 AM	0	3	2	5	0	0	0	0	1	11	0	12	0	0	0	0	17
08:30 AM	0	2	2	4	0	1	1	2	0	6	0	6	0	0	0	0	12
Total Volume	0	7	5	12	3	1	2	6	5	27	0	32	0	0	0	0	50
% App. Total	0	58.3	41.7		50	16.7	33.3		15.6	84.4	0		0	0	0		
PHF	.000	.583	.625	.600	.250	.250	.500	.500	.417	.614	.000	.667	.000	.000	.000	.000	.735

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	2	0	2	<b>3</b>	0	0	<b>3</b>	1	2	0	3	0	0	0	0
+15 mins.	0	0	1	1	0	0	<b>1</b>	1	<b>3</b>	8	0	11	0	0	0	0
+30 mins.	0	<b>3</b>	<b>2</b>	<b>5</b>	0	0	0	0	1	<b>11</b>	0	<b>12</b>	0	0	0	0
+45 mins.	0	2	2	4	0	<b>1</b>	1	2	0	6	0	6	0	0	0	0
Total Volume	0	7	5	12	3	1	2	6	5	27	0	32	0	0	0	0
% App. Total	0	58.3	41.7		50	16.7	33.3		15.6	84.4	0		0	0	0	
PHF	.000	.583	.625	.600	.250	.250	.500	.500	.417	.614	.000	.667	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

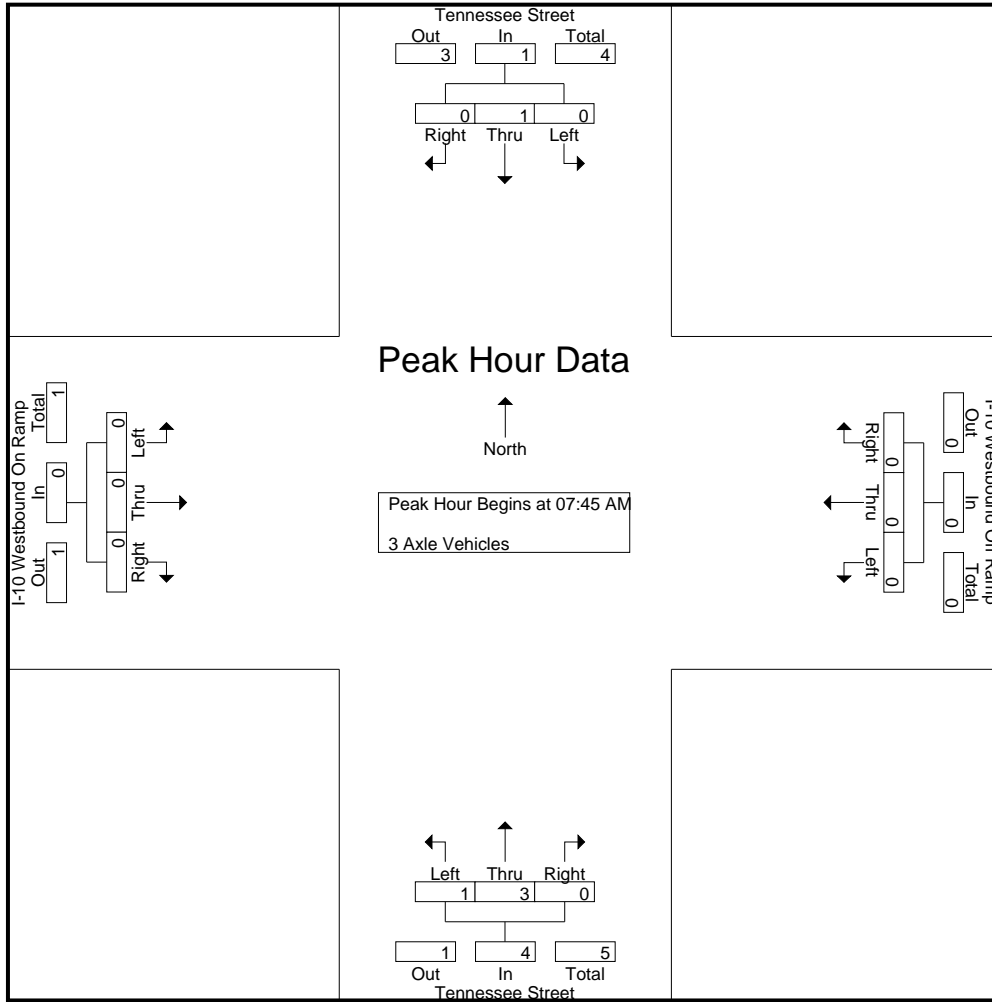
Groups Printed- 3 Axle Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	1	3	0	4	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	2	0	3	0	0	0	0	5
Grand Total	0	5	0	5	0	0	0	0	0	2	5	0	7	0	0	0	0	12
Apprch %	0	100	0		0	0	0			28.6	71.4	0		0	0	0		
Total %	0	41.7	0	41.7	0	0	0	0	0	16.7	41.7	0	58.3	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	1	3	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0			25	75	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000	.625

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



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	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	2	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	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	25	75	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

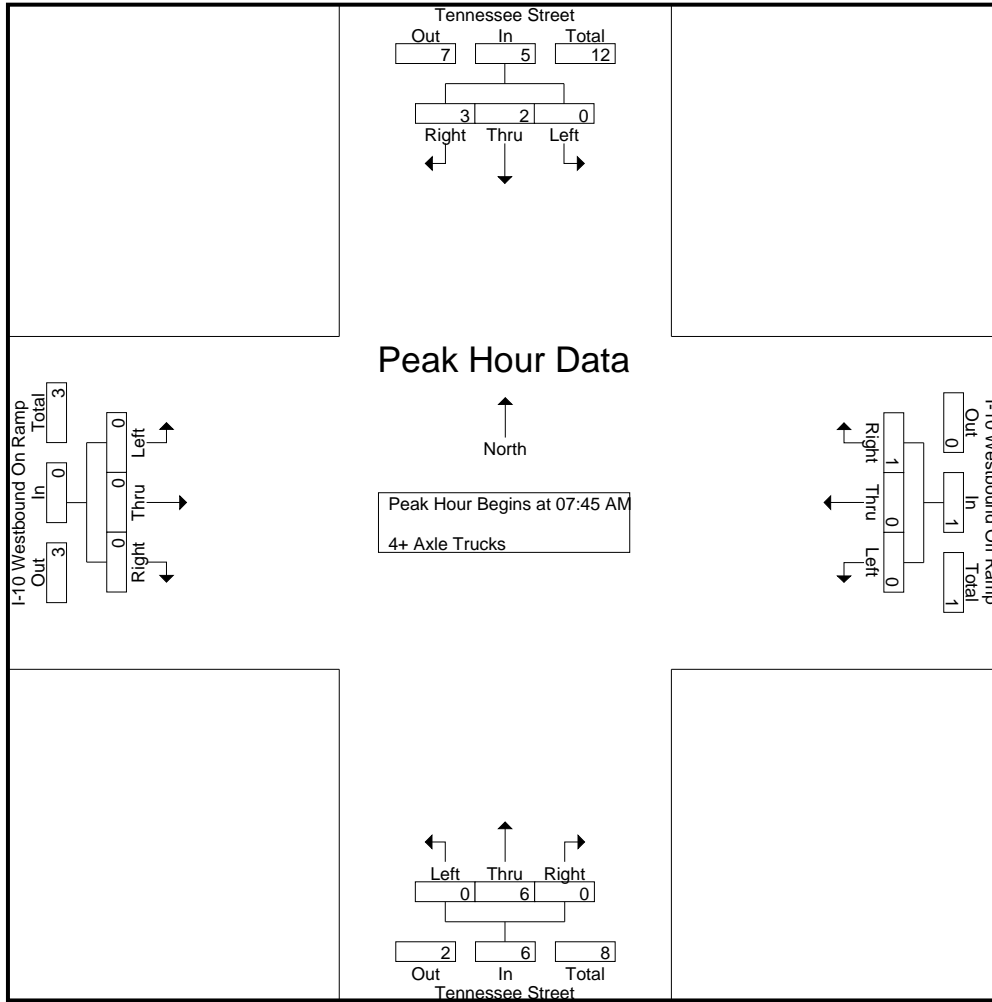
Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	2	3	0	5	0	0	0	0	6
08:00 AM	0	1	3	4	0	0	0	0	0	0	5	0	5	0	0	0	0	9
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	0	0	2
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	4	6	0	0	1	1	0	6	0	6	0	0	0	0	0	13
Grand Total	0	2	5	7	0	0	1	1	2	9	0	11	0	0	0	0	0	19
Apprch %	0	28.6	71.4		0	0	100		18.2	81.8	0		0	0	0	0	0	
Total %	0	10.5	26.3	36.8	0	0	5.3	5.3	10.5	47.4	0	57.9	0	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	3	4	0	0	0	0	0	5	0	5	0	0	0	0	0	9
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
Total Volume	0	2	3	5	0	0	1	1	0	6	0	6	0	0	0	0	0	12
% App. Total	0	40	60		0	0	100		0	100	0		0	0	0	0	0	
PHF	.000	.500	.250	.313	.000	.000	.250	.250	.000	.300	.000	.300	.000	.000	.000	.000	.000	.333

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	3	4	0	0	0	0	0	5	0	5	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	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	2	3	5	0	0	1	1	0	6	0	6	0	0	0	0
% App. Total	0	40	60		0	0	100		0	100	0		0	0	0	
PHF	.000	.500	.250	.313	.000	.000	.250	.250	.000	.300	.000	.300	.000	.000	.000	.000



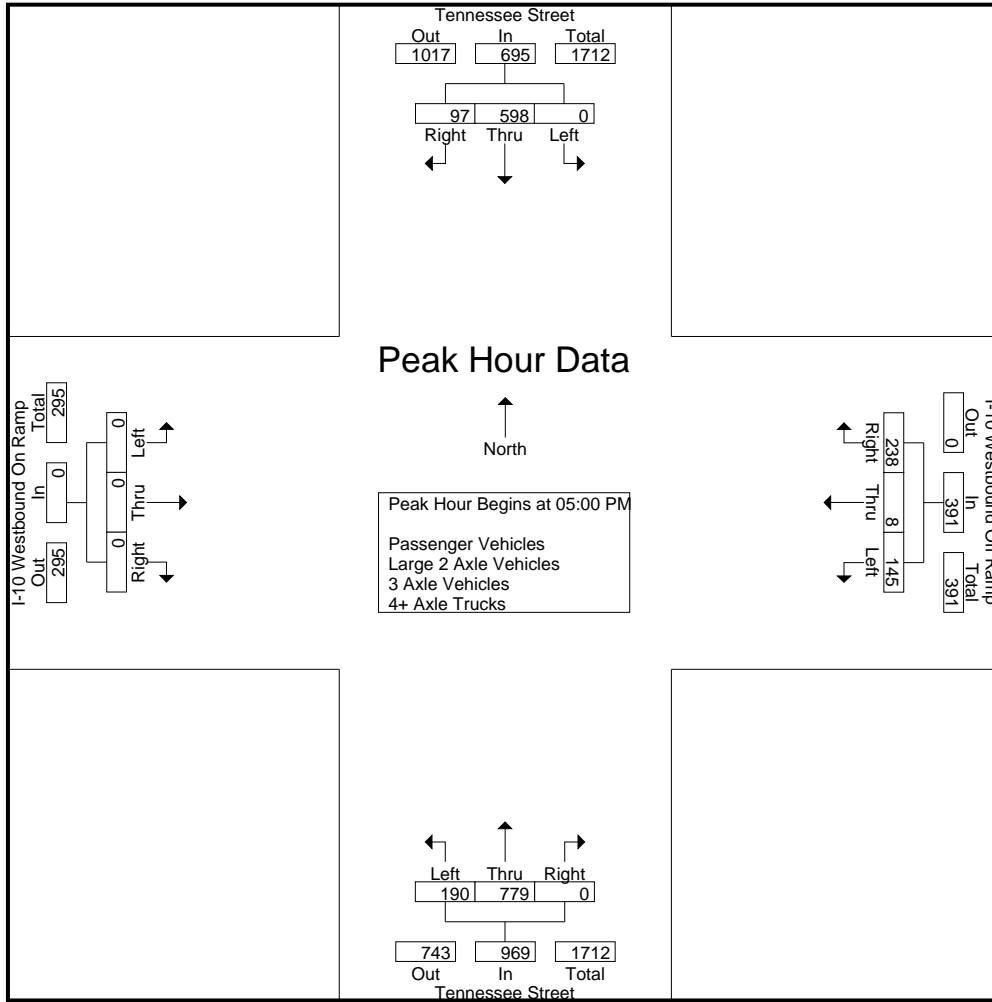
City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

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

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	137	30	167	34	4	42	80	44	164	0	208	0	0	0	0	455
04:15 PM	0	132	19	151	37	2	66	105	52	161	0	213	0	0	0	0	469
04:30 PM	0	116	25	141	30	1	47	78	48	170	0	218	0	0	0	0	437
04:45 PM	0	152	24	176	37	4	61	102	52	161	0	213	0	0	0	0	491
<b>Total</b>	<b>0</b>	<b>537</b>	<b>98</b>	<b>635</b>	<b>138</b>	<b>11</b>	<b>216</b>	<b>365</b>	<b>196</b>	<b>656</b>	<b>0</b>	<b>852</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1852</b>
05:00 PM	0	137	22	159	36	1	53	90	40	191	0	231	0	0	0	0	480
05:15 PM	0	159	26	185	37	3	60	100	66	211	0	277	0	0	0	0	562
05:30 PM	0	144	26	170	34	2	64	100	46	200	0	246	0	0	0	0	516
05:45 PM	0	158	23	181	38	2	61	101	38	177	0	215	0	0	0	0	497
<b>Total</b>	<b>0</b>	<b>598</b>	<b>97</b>	<b>695</b>	<b>145</b>	<b>8</b>	<b>238</b>	<b>391</b>	<b>190</b>	<b>779</b>	<b>0</b>	<b>969</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2055</b>
<b>Grand Total</b>	<b>0</b>	<b>1135</b>	<b>195</b>	<b>1330</b>	<b>283</b>	<b>19</b>	<b>454</b>	<b>756</b>	<b>386</b>	<b>1435</b>	<b>0</b>	<b>1821</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3907</b>
Apprch %	0	85.3	14.7		37.4	2.5	60.1		21.2	78.8	0		0	0	0		
Total %	0	29.1	5	34	7.2	0.5	11.6	19.3	9.9	36.7	0	46.6	0	0	0	0	
Passenger Vehicles	0	1122	192	1314	279	19	449	747	381	1413	0	1794	0	0	0	0	3855
% Passenger Vehicles	0	98.9	98.5	98.8	98.6	100	98.9	98.8	98.7	98.5	0	98.5	0	0	0	0	98.7
Large 2 Axle Vehicles	0	9	2	11	3	0	5	8	4	12	0	16	0	0	0	0	35
% Large 2 Axle Vehicles	0	0.8	1	0.8	1.1	0	1.1	1.1	1	0.8	0	0.9	0	0	0	0	0.9
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	3	1	4	1	0	0	1	1	7	0	8	0	0	0	0	13
% 4+ Axle Trucks	0	0.3	0.5	0.3	0.4	0	0	0.1	0.3	0.5	0	0.4	0	0	0	0	0.3

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	137	22	159	36	1	53	90	40	191	0	231	0	0	0	0	480
05:15 PM	0	<b>159</b>	<b>26</b>	<b>185</b>	37	<b>3</b>	60	100	<b>66</b>	<b>211</b>	0	<b>277</b>	0	0	0	0	<b>562</b>
05:30 PM	0	144	26	170	34	2	<b>64</b>	100	46	200	0	246	0	0	0	0	516
05:45 PM	0	158	23	181	<b>38</b>	2	61	<b>101</b>	38	177	0	215	0	0	0	0	497
Total Volume	0	598	97	695	145	8	238	391	190	779	0	969	0	0	0	0	2055
% App. Total	0	86	14		37.1	2	60.9		19.6	80.4	0		0	0	0		
PHF	.000	.940	.933	.939	.954	.667	.930	.968	.720	.923	.000	.875	.000	.000	.000	.000	.914



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

	05:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	0	137	22	159	<b>37</b>	<b>4</b>	61	<b>102</b>	40	191	0	231	0	0	0	0
+15 mins.	0	<b>159</b>	<b>26</b>	<b>185</b>	36	1	53	90	<b>66</b>	<b>211</b>	0	<b>277</b>	0	0	0	0
+30 mins.	0	144	26	170	37	3	60	100	46	200	0	246	0	0	0	0
+45 mins.	0	158	23	181	34	2	<b>64</b>	100	38	177	0	215	0	0	0	0
Total Volume	0	598	97	695	144	10	238	392	190	779	0	969	0	0	0	0
% App. Total	0	86	14		36.7	2.6	60.7		19.6	80.4	0		0	0	0	
PHF	.000	.940	.933	.939	.973	.625	.930	.961	.720	.923	.000	.875	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	136	29	165	33	4	41	78	43	163	0	206	0	0	0	0	449
04:15 PM	0	132	19	151	36	2	64	102	51	158	0	209	0	0	0	0	462
04:30 PM	0	115	25	140	29	1	47	77	48	165	0	213	0	0	0	0	430
04:45 PM	0	151	24	175	37	4	60	101	52	157	0	209	0	0	0	0	485
Total	0	534	97	631	135	11	212	358	194	643	0	837	0	0	0	0	1826
05:00 PM	0	134	22	156	36	1	53	90	40	190	0	230	0	0	0	0	476
05:15 PM	0	156	25	181	37	3	60	100	66	208	0	274	0	0	0	0	555
05:30 PM	0	143	26	169	34	2	63	99	45	198	0	243	0	0	0	0	511
05:45 PM	0	155	22	177	37	2	61	100	36	174	0	210	0	0	0	0	487
Total	0	588	95	683	144	8	237	389	187	770	0	957	0	0	0	0	2029
Grand Total	0	1122	192	1314	279	19	449	747	381	1413	0	1794	0	0	0	0	3855
Apprch %	0	85.4	14.6		37.3	2.5	60.1		21.2	78.8	0		0	0	0		
Total %	0	29.1	5	34.1	7.2	0.5	11.6	19.4	9.9	36.7	0	46.5	0	0	0	0	

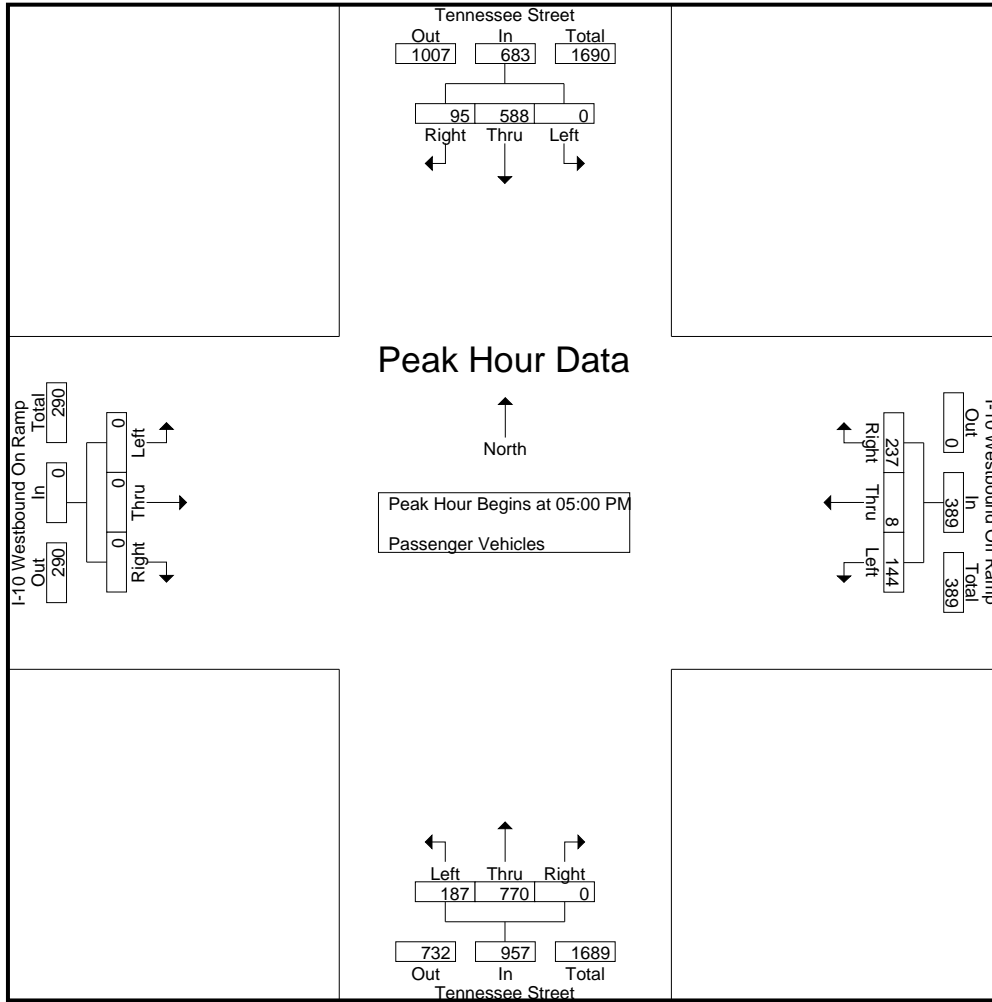
Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	134	22	156	36	1	53	90	40	190	0	230	0	0	0	0	476
05:15 PM	0	<b>156</b>	25	<b>181</b>	<b>37</b>	<b>3</b>	60	<b>100</b>	<b>66</b>	<b>208</b>	0	<b>274</b>	0	0	0	0	<b>555</b>
05:30 PM	0	143	<b>26</b>	169	34	2	<b>63</b>	99	45	198	0	243	0	0	0	0	511
05:45 PM	0	155	22	177	37	2	61	100	36	174	0	210	0	0	0	0	487
Total Volume	0	588	95	683	144	8	237	389	187	770	0	957	0	0	0	0	2029
% App. Total	0	86.1	13.9		37	2.1	60.9		19.5	80.5	0		0	0	0		
PHF	.000	.942	.913	.943	.973	.667	.940	.973	.708	.925	.000	.873	.000	.000	.000	.000	.914

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	134	22	156	36	1	53	90	40	190	0	230	0	0	0	0
+15 mins.	0	<b>156</b>	25	<b>181</b>	<b>37</b>	<b>3</b>	60	<b>100</b>	<b>66</b>	<b>208</b>	0	<b>274</b>	0	0	0	0
+30 mins.	0	143	<b>26</b>	169	34	2	<b>63</b>	99	45	198	0	243	0	0	0	0
+45 mins.	0	155	22	177	37	2	61	100	36	174	0	210	0	0	0	0
Total Volume	0	588	95	683	144	8	237	389	187	770	0	957	0	0	0	0
% App. Total	0	86.1	13.9		37	2.1	60.9		19.5	80.5	0		0	0	0	
PHF	.000	.942	.913	.943	.973	.667	.940	.973	.708	.925	.000	.873	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

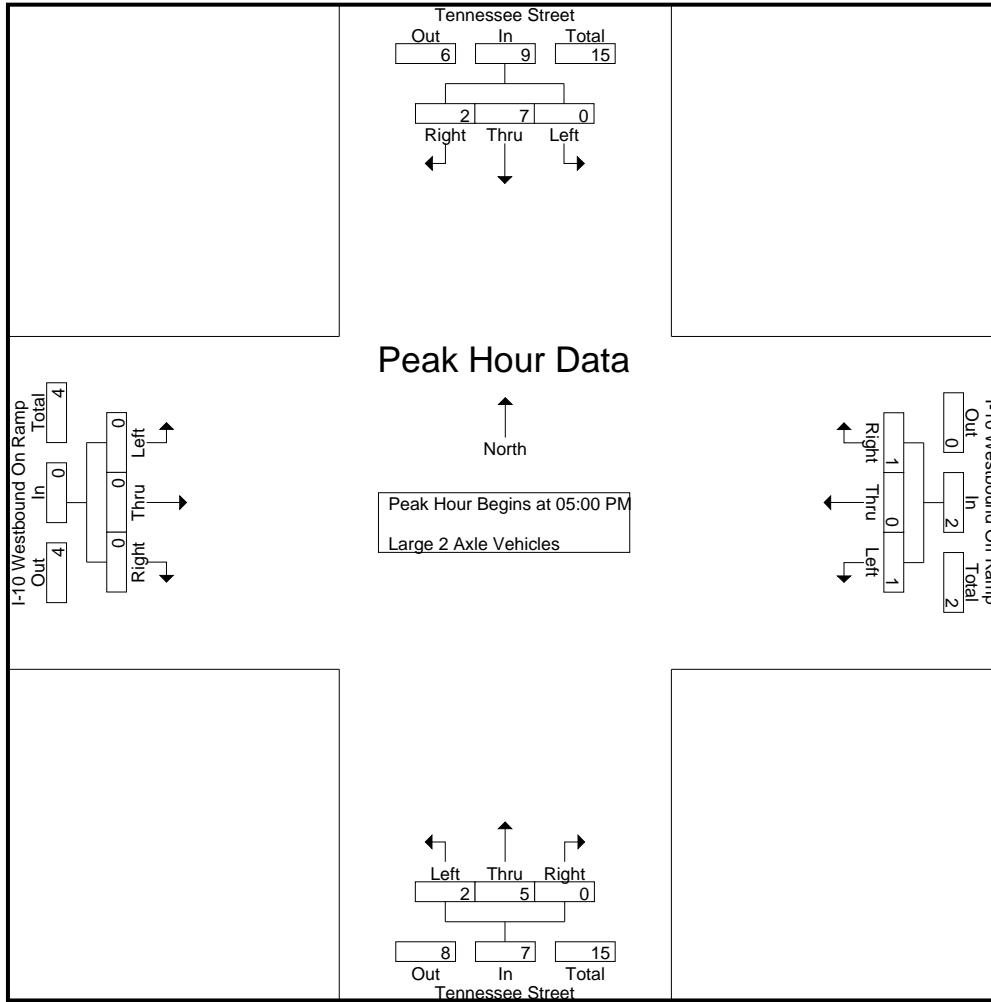
Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	1	1	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	2	3	1	3	0	4	0	0	0	0	7
04:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	1	3	1	0	0	1	2	3	0	5	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>Grand Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
Apprch %	0	81.8	18.2		37.5	0	62.5		25	75	0		0	0	0		
Total %	0	25.7	5.7	31.4	8.6	0	14.3	22.9	11.4	34.3	0	45.7	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	<b>2</b>	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	<b>1</b>	<b>3</b>	0	0	0	0	0	1	0	1	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	<b>1</b>	<b>1</b>	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	1	3	<b>1</b>	0	0	1	<b>2</b>	<b>3</b>	0	<b>5</b>	0	0	0	0	<b>9</b>
<b>Total Volume</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
% App. Total	0	77.8	22.2		50	0	50		28.6	71.4	0		0	0	0		
PHF	.000	.875	.500	.750	.250	.000	.250	.500	.250	.417	.000	.350	.000	.000	.000	.000	.500

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

Peak Hour for Entire Intersection Begins at 05:00 PM



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	1	0	0	1	2	3	0	5	0	0	0	0
Total Volume	0	7	2	9	1	0	1	2	2	5	0	7	0	0	0	0
% App. Total	0	77.8	22.2		50	0	50		28.6	71.4	0		0	0	0	
PHF	.000	.875	.500	.750	.250	.000	.250	.500	.250	.417	.000	.350	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

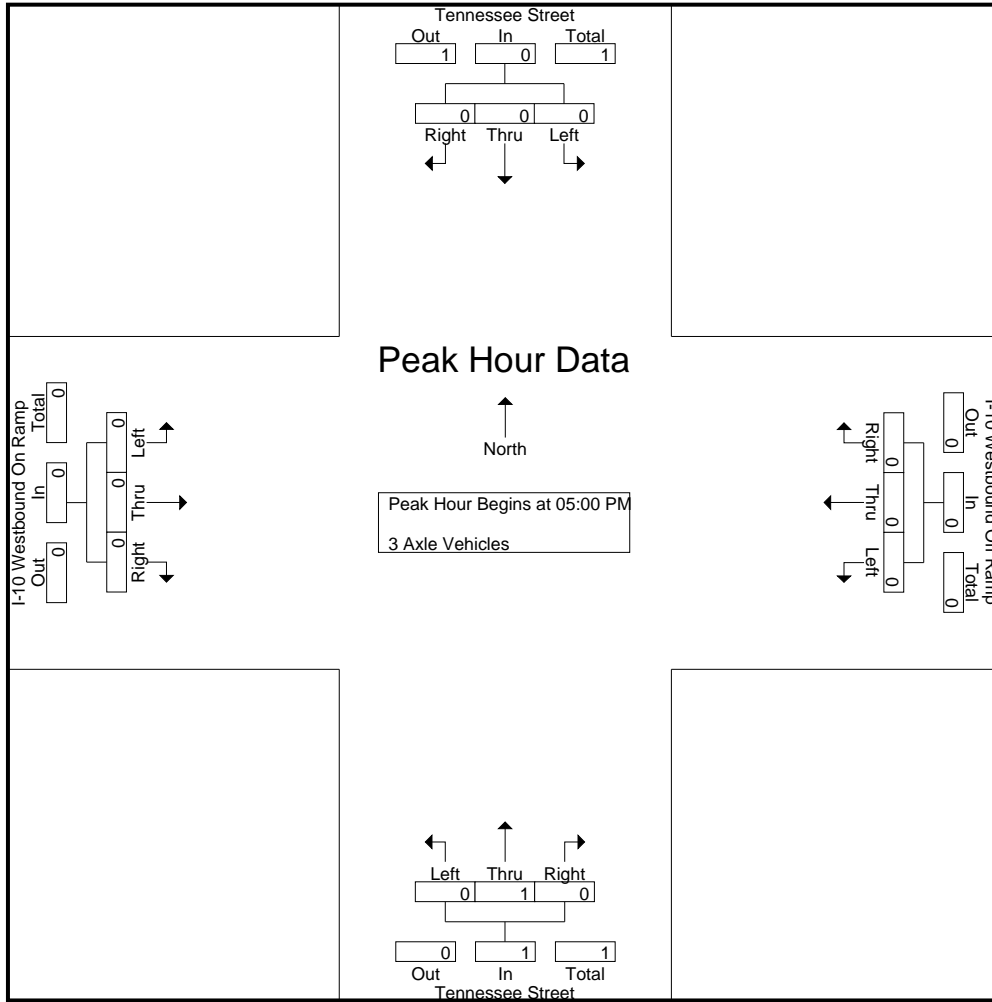
File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	3	0	3	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0			
Total %	0	25	0	25	0	0	0	0	0	0	75	0	75	0	0	0	0	

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000



City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	1	1	1	0	0	1	0	4	0	4	0	0	0	0	6
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
Grand Total	0	3	1	4	1	0	0	1	1	7	0	8	0	0	0	0	13
Apprch %	0	75	25		100	0	0		12.5	87.5	0		0	0	0		
Total %	0	23.1	7.7	30.8	7.7	0	0	7.7	7.7	53.8	0	61.5	0	0	0	0	

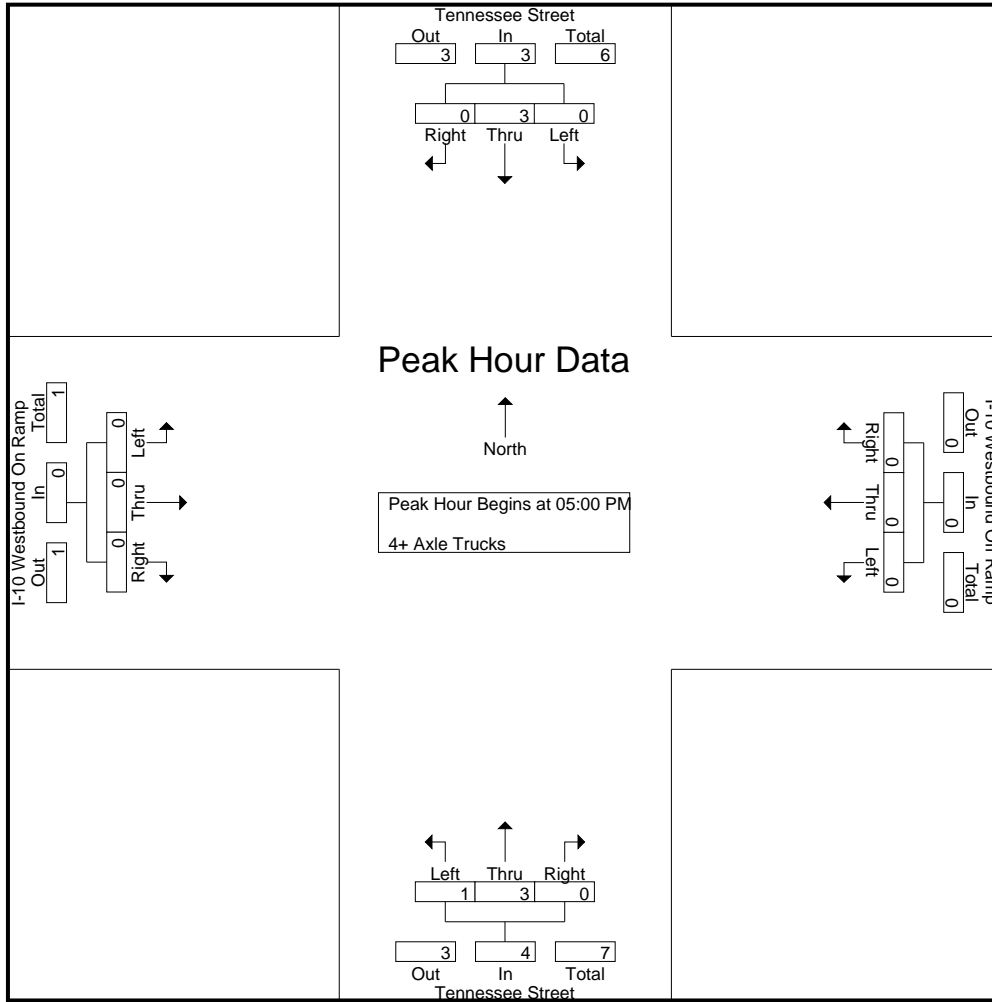
Start Time	Tennessee Street Southbound				I-10 Westbound Off Ramp Westbound				Tennessee Street Northbound				I-10 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0	7
% App. Total	0	100	0		0	0	0		25	75	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.583

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

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Westbound Ramps  
 Weather: Clear

File Name : 09\_RED\_Ten\_10W PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	1	3	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	25	75	0	0	0	0	0	0
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

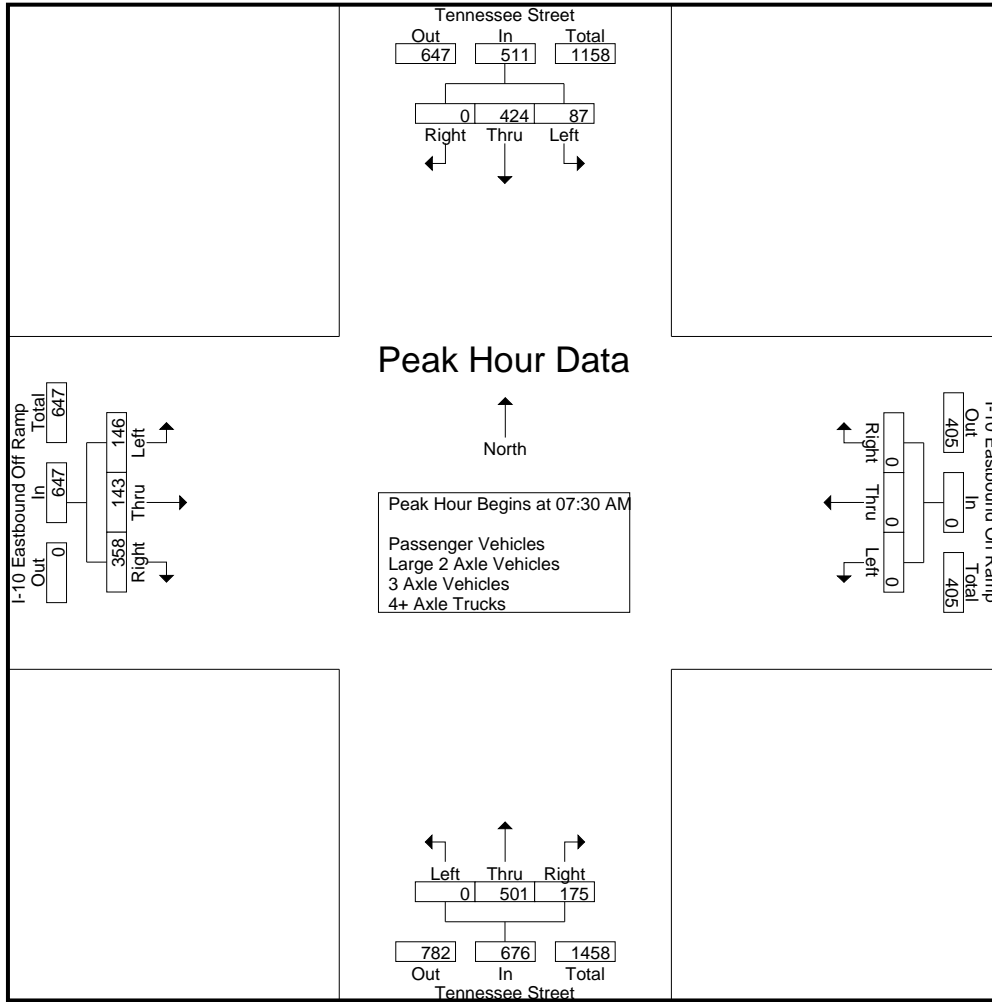
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	77	0	86	0	0	0	0	0	99	19	118	38	34	62	134	338
07:15 AM	14	92	0	106	0	0	0	0	0	117	24	141	32	29	78	139	386
07:30 AM	17	102	0	119	0	0	0	0	0	104	46	150	39	31	90	160	429
07:45 AM	20	136	0	156	0	0	0	0	0	109	46	155	37	32	93	162	473
<b>Total</b>	<b>60</b>	<b>407</b>	<b>0</b>	<b>467</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>429</b>	<b>135</b>	<b>564</b>	<b>146</b>	<b>126</b>	<b>323</b>	<b>595</b>	<b>1626</b>
08:00 AM	25	106	0	131	0	0	0	0	0	139	48	187	32	44	92	168	486
08:15 AM	25	80	0	105	0	0	0	0	0	149	35	184	38	36	83	157	446
08:30 AM	19	96	0	115	0	0	0	0	0	127	32	159	23	42	75	140	414
08:45 AM	24	109	0	133	0	0	0	0	0	106	23	129	25	40	77	142	404
<b>Total</b>	<b>93</b>	<b>391</b>	<b>0</b>	<b>484</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>521</b>	<b>138</b>	<b>659</b>	<b>118</b>	<b>162</b>	<b>327</b>	<b>607</b>	<b>1750</b>
<b>Grand Total</b>	<b>153</b>	<b>798</b>	<b>0</b>	<b>951</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>950</b>	<b>273</b>	<b>1223</b>	<b>264</b>	<b>288</b>	<b>650</b>	<b>1202</b>	<b>3376</b>
Apprch %	16.1	83.9	0		0	0	0		0	77.7	22.3		22	24	54.1		
Total %	4.5	23.6	0	28.2	0	0	0	0	0	28.1	8.1	36.2	7.8	8.5	19.3	35.6	
Passenger Vehicles	145	780	0	925	0	0	0	0	0	905	258	1163	246	269	627	1142	3230
% Passenger Vehicles	94.8	97.7	0	97.3	0	0	0	0	0	95.3	94.5	95.1	93.2	93.4	96.5	95	95.7
Large 2 Axle Vehicles	5	14	0	19	0	0	0	0	0	34	14	48	13	14	19	46	113
% Large 2 Axle Vehicles	3.3	1.8	0	2	0	0	0	0	0	3.6	5.1	3.9	4.9	4.9	2.9	3.8	3.3
3 Axle Vehicles	1	3	0	4	0	0	0	0	0	7	0	7	0	3	4	7	18
% 3 Axle Vehicles	0.7	0.4	0	0.4	0	0	0	0	0	0.7	0	0.6	0	1	0.6	0.6	0.5
4+ Axle Trucks	2	1	0	3	0	0	0	0	0	4	1	5	5	2	0	7	15
% 4+ Axle Trucks	1.3	0.1	0	0.3	0	0	0	0	0	0.4	0.4	0.4	1.9	0.7	0	0.6	0.4

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	102	0	119	0	0	0	0	0	104	46	150	<b>39</b>	31	90	160	429
07:45 AM	20	<b>136</b>	0	<b>156</b>	0	0	0	0	0	109	46	155	37	32	<b>93</b>	162	473
08:00 AM	<b>25</b>	106	0	131	0	0	0	0	0	139	<b>48</b>	<b>187</b>	32	<b>44</b>	92	<b>168</b>	<b>486</b>
08:15 AM	25	80	0	105	0	0	0	0	0	<b>149</b>	35	184	38	36	83	157	446
Total Volume	87	424	0	511	0	0	0	0	0	501	175	676	146	143	358	647	1834
% App. Total	17	83	0		0	0	0		0	74.1	25.9		22.6	22.1	55.3		
PHF	.870	.779	.000	.819	.000	.000	.000	.000	.000	.841	.911	.904	.936	.813	.962	.963	.943

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:15 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	14	92	0	106	0	0	0	0	0	109	46	155	<b>39</b>	31	90	160
+15 mins.	17	102	0	119	0	0	0	0	0	139	<b>48</b>	<b>187</b>	37	32	<b>93</b>	162
+30 mins.	20	<b>136</b>	0	<b>156</b>	0	0	0	0	0	<b>149</b>	35	184	32	<b>44</b>	92	<b>168</b>
+45 mins.	<b>25</b>	106	0	131	0	0	0	0	0	127	32	159	38	36	83	157
Total Volume	76	436	0	512	0	0	0	0	0	524	161	685	146	143	358	647
% App. Total	14.8	85.2	0		0	0	0		0	76.5	23.5		22.6	22.1	55.3	
PHF	.760	.801	.000	.821	.000	.000	.000	.000	.000	.879	.839	.916	.936	.813	.962	.963

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

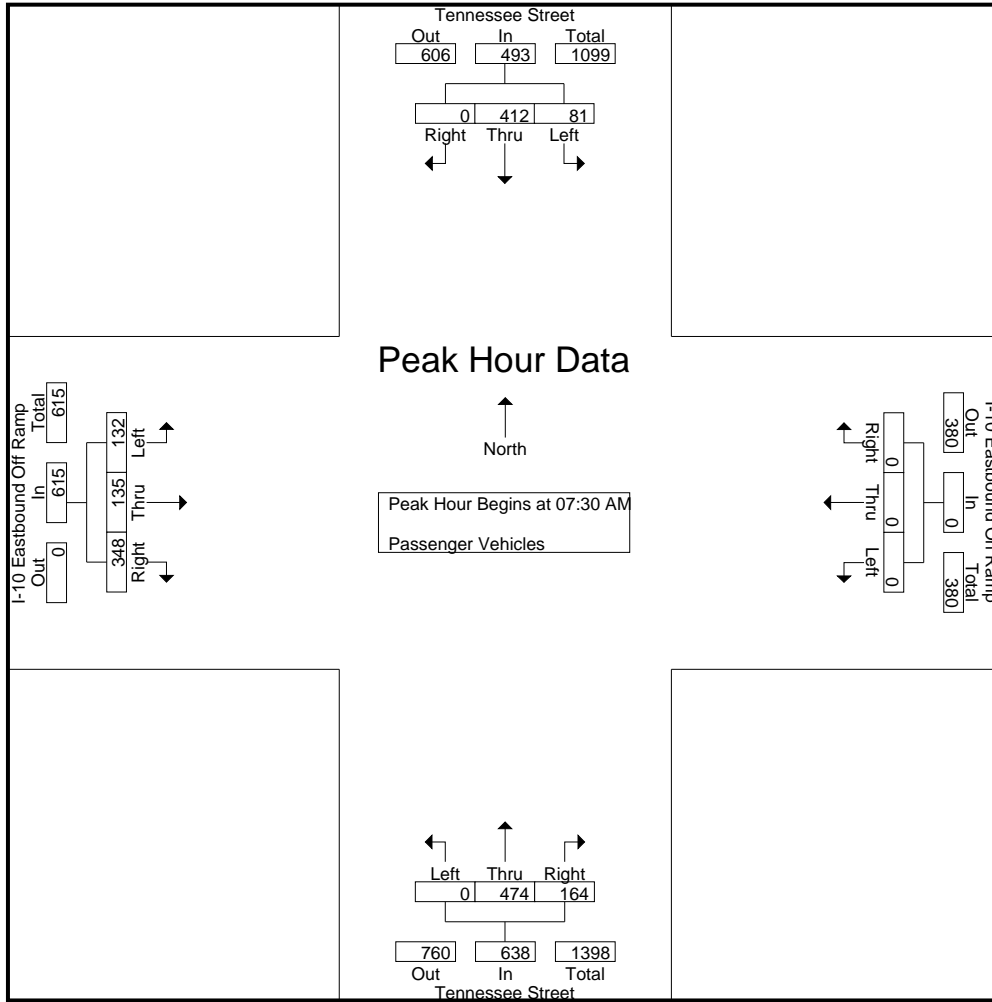
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	76	0	85	0	0	0	0	0	96	19	115	37	31	61	129	329
07:15 AM	13	92	0	105	0	0	0	0	0	109	23	132	32	27	75	134	371
07:30 AM	17	98	0	115	0	0	0	0	0	99	43	142	34	30	90	154	411
07:45 AM	18	130	0	148	0	0	0	0	0	105	41	146	35	30	90	155	449
Total	57	396	0	453	0	0	0	0	0	409	126	535	138	118	316	572	1560
08:00 AM	23	106	0	129	0	0	0	0	0	131	46	177	27	43	91	161	467
08:15 AM	23	78	0	101	0	0	0	0	0	139	34	173	36	32	77	145	419
08:30 AM	18	95	0	113	0	0	0	0	0	120	32	152	22	38	70	130	395
08:45 AM	24	105	0	129	0	0	0	0	0	106	20	126	23	38	73	134	389
Total	88	384	0	472	0	0	0	0	0	496	132	628	108	151	311	570	1670
Grand Total	145	780	0	925	0	0	0	0	0	905	258	1163	246	269	627	1142	3230
Apprch %	15.7	84.3	0		0	0	0		0	77.8	22.2		21.5	23.6	54.9		
Total %	4.5	24.1	0	28.6	0	0	0	0	0	28	8	36	7.6	8.3	19.4	35.4	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	17	98	0	115	0	0	0	0	0	99	43	142	34	30	90	154	411
07:45 AM	18	<b>130</b>	0	<b>148</b>	0	0	0	0	0	105	41	146	35	30	90	155	449
08:00 AM	<b>23</b>	106	0	129	0	0	0	0	0	131	<b>46</b>	<b>177</b>	27	<b>43</b>	<b>91</b>	<b>161</b>	<b>467</b>
08:15 AM	23	78	0	101	0	0	0	0	0	<b>139</b>	34	173	<b>36</b>	32	77	145	419
Total Volume	81	412	0	493	0	0	0	0	0	474	164	638	132	135	348	615	1746
% App. Total	16.4	83.6	0		0	0	0		0	74.3	25.7		21.5	22	56.6		
PHF	.880	.792	.000	.833	.000	.000	.000	.000	.000	.853	.891	.901	.917	.785	.956	.955	.935

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	17	98	0	115	0	0	0	0	0	99	43	142	34	30	90	154
+15 mins.	18	<b>130</b>	0	<b>148</b>	0	0	0	0	0	105	41	146	35	30	90	155
+30 mins.	<b>23</b>	106	0	129	0	0	0	0	0	131	<b>46</b>	<b>177</b>	27	<b>43</b>	<b>91</b>	<b>161</b>
+45 mins.	23	78	0	101	0	0	0	0	0	<b>139</b>	34	173	<b>36</b>	32	77	145
Total Volume	81	412	0	493	0	0	0	0	0	474	164	638	132	135	348	615
% App. Total	16.4	83.6	0		0	0	0		0	74.3	25.7		21.5	22	56.6	
PHF	.880	.792	.000	.833	.000	.000	.000	.000	.000	.853	.891	.901	.917	.785	.956	.955

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

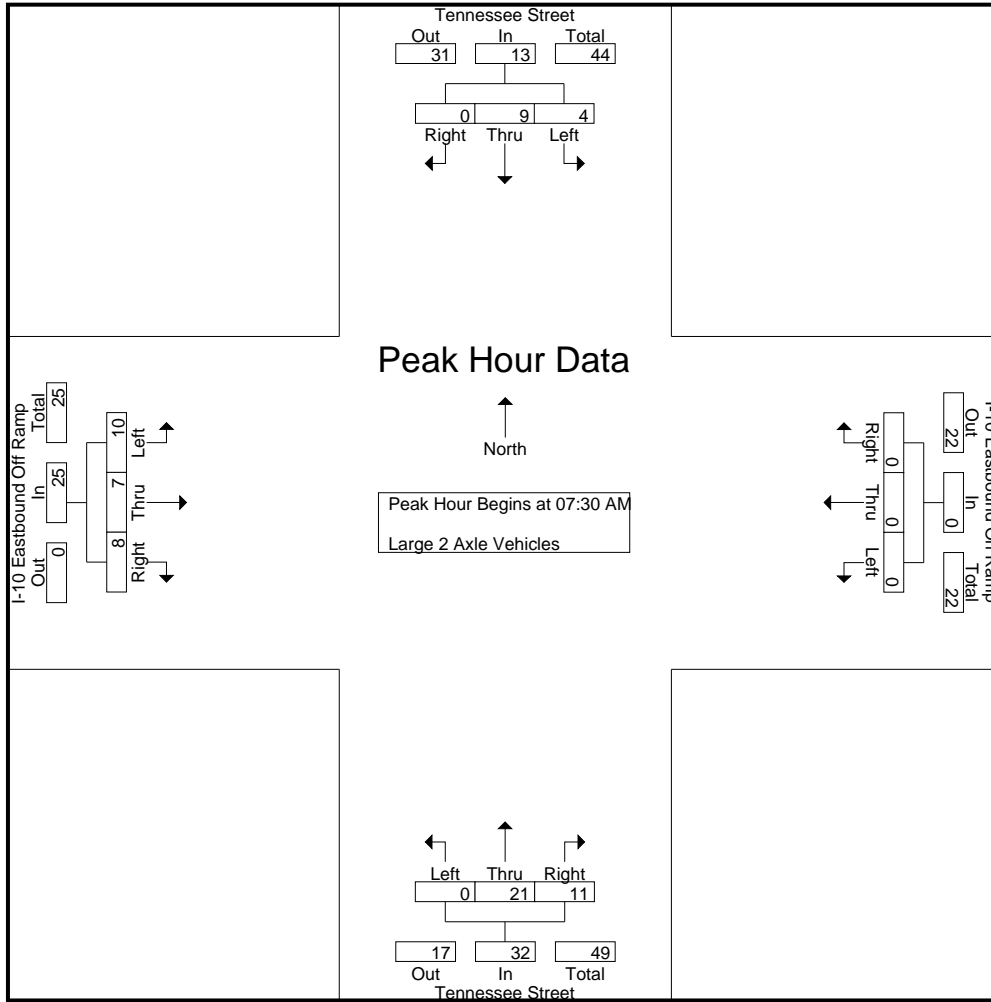
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	1	0	2	6
07:15 AM	1	0	0	1	0	0	0	0	0	4	1	5	0	2	3	5	11
07:30 AM	0	2	0	2	0	0	0	0	0	3	3	6	5	1	0	6	14
07:45 AM	1	6	0	7	0	0	0	0	0	3	5	8	1	2	2	5	20
Total	2	9	0	11	0	0	0	0	0	13	9	22	7	6	5	18	51
08:00 AM	1	0	0	1	0	0	0	0	0	5	2	7	2	1	1	4	12
08:15 AM	2	1	0	3	0	0	0	0	0	10	1	11	2	3	5	10	24
08:30 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	3	5	8	15
08:45 AM	0	3	0	3	0	0	0	0	0	0	2	2	2	1	3	6	11
Total	3	5	0	8	0	0	0	0	0	21	5	26	6	8	14	28	62
Grand Total	5	14	0	19	0	0	0	0	0	34	14	48	13	14	19	46	113
Apprch %	26.3	73.7	0		0	0	0		0	70.8	29.2		28.3	30.4	41.3		
Total %	4.4	12.4	0	16.8	0	0	0	0	0	30.1	12.4	42.5	11.5	12.4	16.8	40.7	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	2	0	2	0	0	0	0	0	3	3	6	5	1	0	6	14
07:45 AM	1	6	0	7	0	0	0	0	0	3	5	8	1	2	2	5	20
08:00 AM	1	0	0	1	0	0	0	0	0	5	2	7	2	1	1	4	12
08:15 AM	2	1	0	3	0	0	0	0	0	10	1	11	2	3	5	10	24
Total Volume	4	9	0	13	0	0	0	0	0	21	11	32	10	7	8	25	70
% App. Total	30.8	69.2	0		0	0	0		0	65.6	34.4		40	28	32		
PHF	.500	.375	.000	.464	.000	.000	.000	.000	.000	.525	.550	.727	.500	.583	.400	.625	.729

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	3	6	5	1	0	6
+15 mins.	1	6	0	7	0	0	0	0	0	3	5	8	1	2	2	5
+30 mins.	1	0	0	1	0	0	0	0	0	5	2	7	2	1	1	4
+45 mins.	2	1	0	3	0	0	0	0	0	10	1	11	2	3	5	10
Total Volume	4	9	0	13	0	0	0	0	0	21	11	32	10	7	8	25
% App. Total	30.8	69.2	0		0	0	0		0	65.6	34.4		40	28	32	
PHF	.500	.375	.000	.464	.000	.000	.000	.000	.000	.525	.550	.727	.500	.583	.400	.625



City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

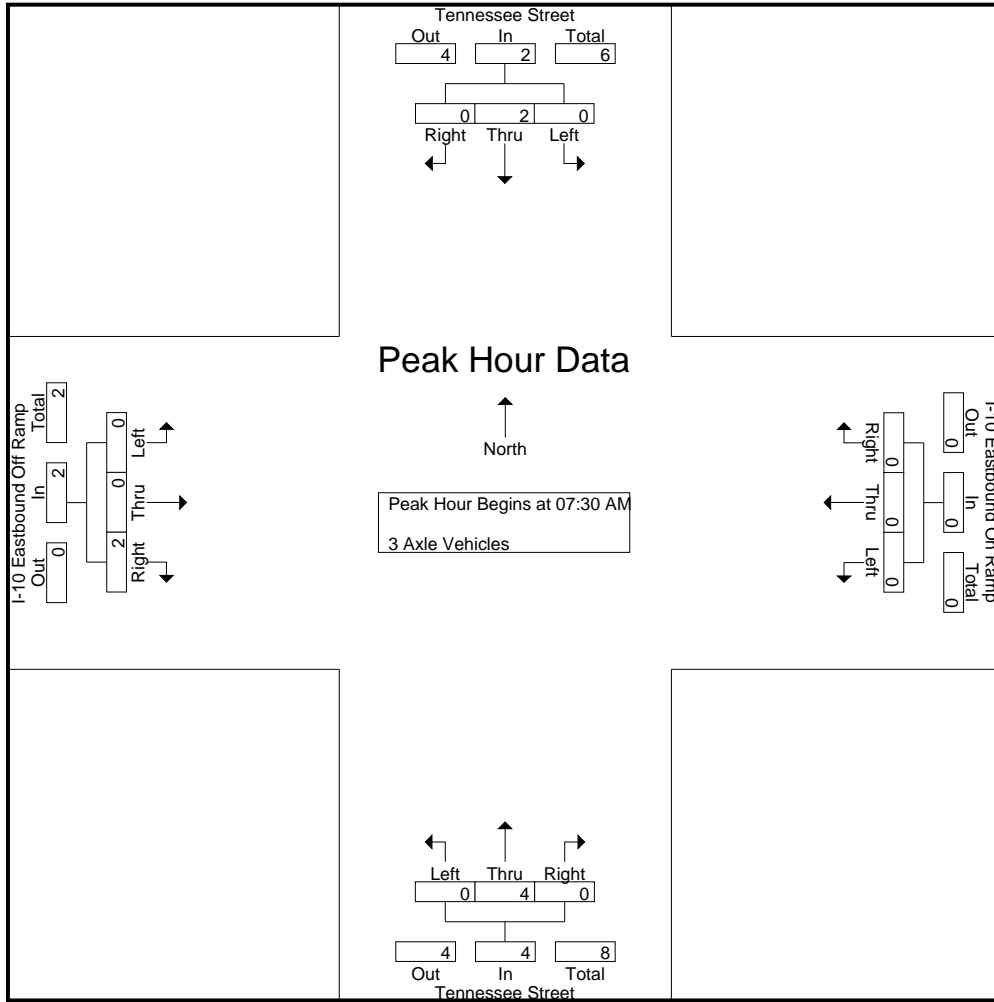
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	1	2	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	1	1	0	2	0	0	0	0	0	3	0	3	0	2	2	4	9
Grand Total	1	3	0	4	0	0	0	0	0	7	0	7	0	3	4	7	18
Apprch %	25	75	0		0	0	0		0	100	0		0	42.9	57.1		
Total %	5.6	16.7	0	22.2	0	0	0	0	0	38.9	0	38.9	0	16.7	22.2	38.9	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	2	2	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.667

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	2	2
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

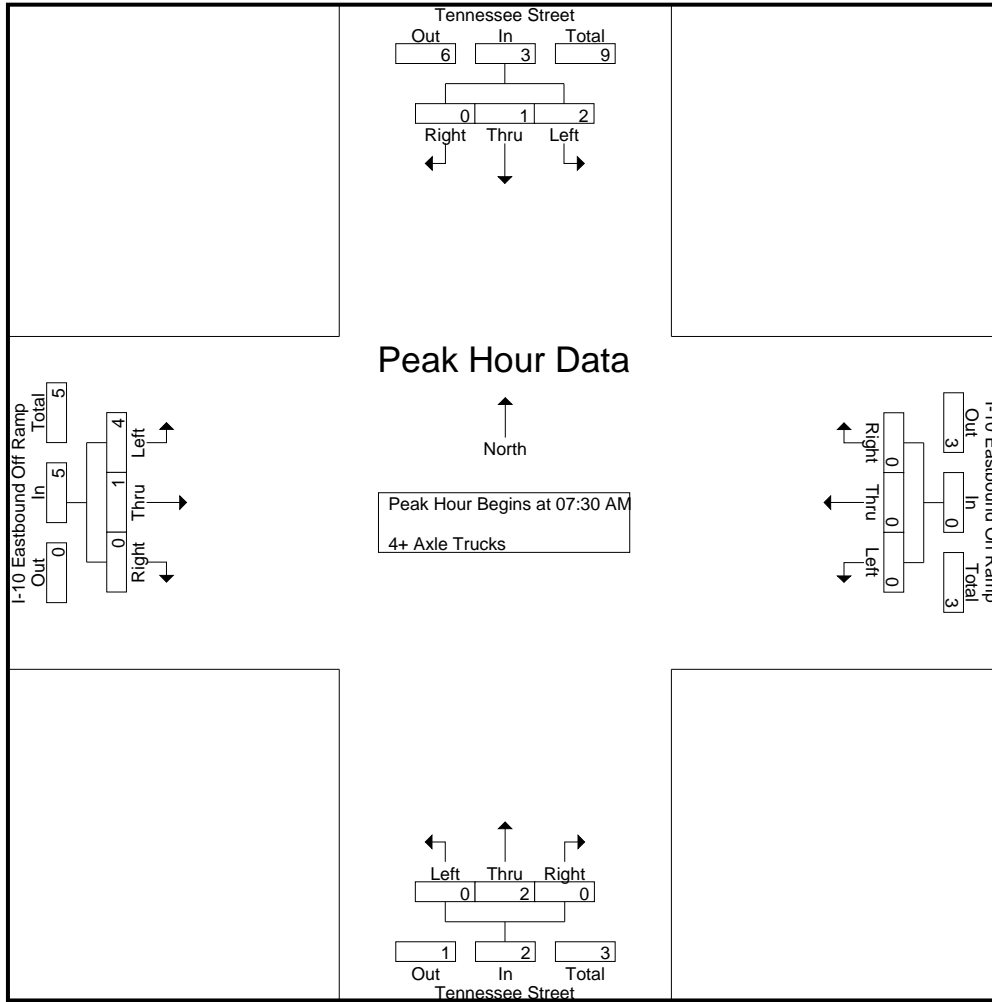
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	1	0	0	0	0	0	0	3	0	3	1	1	0	2	6
08:00 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	3	0	0	3	5
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	1	1	2	4	1	0	5	9
Grand Total	2	1	0	3	0	0	0	0	0	0	4	1	5	5	2	0	7	15
Apprch %	66.7	33.3	0		0	0	0		0	80	20			71.4	28.6	0		
Total %	13.3	6.7	0	20	0	0	0	0	0	26.7	6.7	33.3		33.3	13.3	0	46.7	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	3	0	0	3	5
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	2	1	0	3	0	0	0	0	0	0	2	0	2	4	1	0	5	10
% App. Total	66.7	33.3	0		0	0	0		0	100	0			80	20	0		
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500		.333	.250	.000	.417	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	1	0	1	3	0	0	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	0	0	0	0	2	0	2	4	1	0	5
% App. Total	66.7	33.3	0		0	0	0		0	100	0		80	20	0	
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.333	.250	.000	.417

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

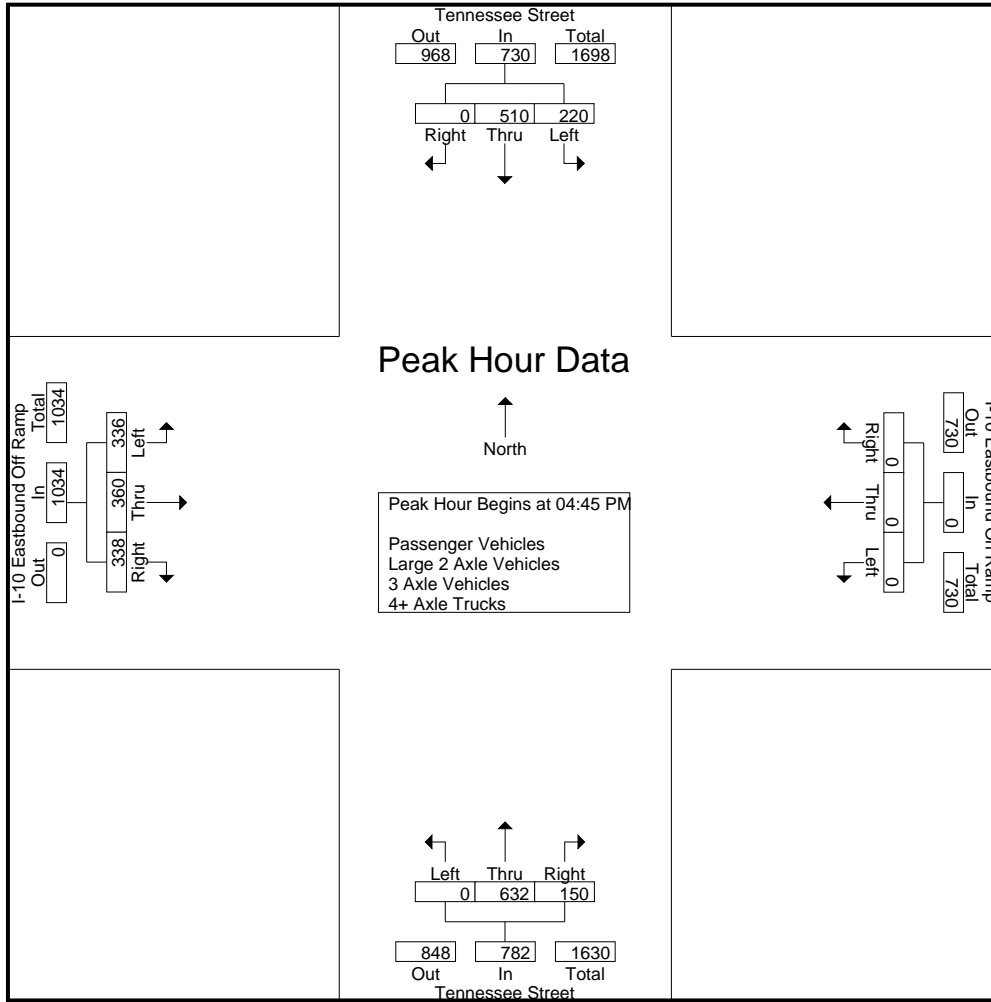
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	63	111	0	174	0	0	0	0	0	158	52	210	52	99	71	222	606
04:15 PM	53	115	0	168	0	0	0	0	0	137	52	189	74	85	85	244	601
04:30 PM	51	103	0	154	0	0	0	0	0	144	52	196	76	90	81	247	597
04:45 PM	48	135	0	183	0	0	0	0	0	131	40	171	80	82	95	257	611
<b>Total</b>	<b>215</b>	<b>464</b>	<b>0</b>	<b>679</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570</b>	<b>196</b>	<b>766</b>	<b>282</b>	<b>356</b>	<b>332</b>	<b>970</b>	<b>2415</b>
05:00 PM	66	116	0	182	0	0	0	0	0	161	35	196	78	92	85	255	633
05:15 PM	52	135	0	187	0	0	0	0	0	170	38	208	100	105	87	292	687
05:30 PM	54	124	0	178	0	0	0	0	0	170	37	207	78	81	71	230	615
05:45 PM	58	136	0	194	0	0	0	0	0	135	28	163	75	43	82	200	557
<b>Total</b>	<b>230</b>	<b>511</b>	<b>0</b>	<b>741</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>636</b>	<b>138</b>	<b>774</b>	<b>331</b>	<b>321</b>	<b>325</b>	<b>977</b>	<b>2492</b>
<b>Grand Total</b>	<b>445</b>	<b>975</b>	<b>0</b>	<b>1420</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1206</b>	<b>334</b>	<b>1540</b>	<b>613</b>	<b>677</b>	<b>657</b>	<b>1947</b>	<b>4907</b>
Apprch %	31.3	68.7	0		0	0	0		0	78.3	21.7		31.5	34.8	33.7		
Total %	9.1	19.9	0	28.9	0	0	0	0	0	24.6	6.8	31.4	12.5	13.8	13.4	39.7	
Passenger Vehicles	443	958	0	1401	0	0	0	0	0	1186	328	1514	601	672	644	1917	4832
% Passenger Vehicles	99.6	98.3	0	98.7	0	0	0	0	0	98.3	98.2	98.3	98	99.3	98	98.5	98.5
Large 2 Axle Vehicles	2	11	0	13	0	0	0	0	0	15	3	18	5	2	9	16	47
% Large 2 Axle Vehicles	0.4	1.1	0	0.9	0	0	0	0	0	1.2	0.9	1.2	0.8	0.3	1.4	0.8	1
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	3	1	4	0	0	1	1	9
% 3 Axle Vehicles	0	0.4	0	0.3	0	0	0	0	0	0.2	0.3	0.3	0	0	0.2	0.1	0.2
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	2	2	4	7	3	3	13	19
% 4+ Axle Trucks	0	0.2	0	0.1	0	0	0	0	0	0.2	0.6	0.3	1.1	0.4	0.5	0.7	0.4

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	48	<b>135</b>	0	183	0	0	0	0	0	131	<b>40</b>	171	80	82	<b>95</b>	257	611
05:00 PM	<b>66</b>	116	0	182	0	0	0	0	0	161	35	196	78	92	85	255	633
05:15 PM	52	135	0	<b>187</b>	0	0	0	0	0	<b>170</b>	38	<b>208</b>	<b>100</b>	<b>105</b>	87	<b>292</b>	<b>687</b>
05:30 PM	54	124	0	178	0	0	0	0	0	170	37	207	78	81	71	230	615
Total Volume	220	510	0	730	0	0	0	0	0	632	150	782	336	360	338	1034	2546
% App. Total	30.1	69.9	0		0	0	0		0	80.8	19.2		32.5	34.8	32.7		
PHF	.833	.944	.000	.976	.000	.000	.000	.000	.000	.929	.938	.940	.840	.857	.889	.885	.926

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	05:00 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	66	116	0	182	0	0	0	0	0	131	40	171	76	90	81	247
+15 mins.	52	135	0	187	0	0	0	0	0	161	35	196	80	82	95	257
+30 mins.	54	124	0	178	0	0	0	0	0	170	38	208	78	92	85	255
+45 mins.	58	136	0	194	0	0	0	0	0	170	37	207	100	105	87	292
Total Volume	230	511	0	741	0	0	0	0	0	632	150	782	334	369	348	1051
% App. Total	31	69	0		0	0	0		0	80.8	19.2		31.8	35.1	33.1	
PHF	.871	.939	.000	.955	.000	.000	.000	.000	.000	.929	.938	.940	.835	.879	.916	.900

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

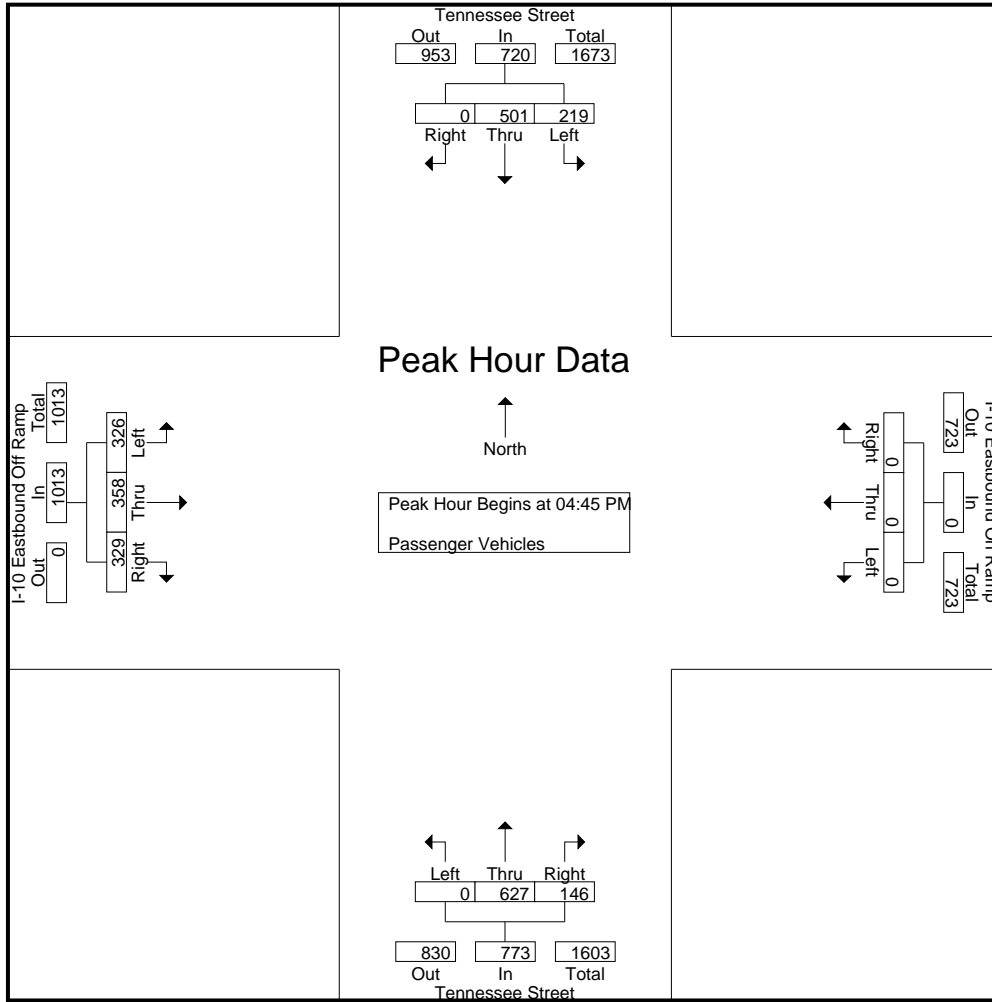
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	63	108	0	171	0	0	0	0	0	157	51	208	52	96	70	218	597
04:15 PM	53	114	0	167	0	0	0	0	0	133	52	185	74	85	85	244	596
04:30 PM	50	102	0	152	0	0	0	0	0	139	51	190	74	90	78	242	584
04:45 PM	47	135	0	182	0	0	0	0	0	129	38	167	76	81	93	250	599
Total	213	459	0	672	0	0	0	0	0	558	192	750	276	352	326	954	2376
05:00 PM	66	112	0	178	0	0	0	0	0	161	34	195	77	92	80	249	622
05:15 PM	52	131	0	183	0	0	0	0	0	169	38	207	96	104	86	286	676
05:30 PM	54	123	0	177	0	0	0	0	0	168	36	204	77	81	70	228	609
05:45 PM	58	133	0	191	0	0	0	0	0	130	28	158	75	43	82	200	549
Total	230	499	0	729	0	0	0	0	0	628	136	764	325	320	318	963	2456
Grand Total	443	958	0	1401	0	0	0	0	0	1186	328	1514	601	672	644	1917	4832
Apprch %	31.6	68.4	0		0	0	0		0	78.3	21.7		31.4	35.1	33.6		
Total %	9.2	19.8	0	29	0	0	0	0	0	24.5	6.8	31.3	12.4	13.9	13.3	39.7	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	47	<b>135</b>	0	182	0	0	0	0	0	129	<b>38</b>	167	76	81	<b>93</b>	250	599
05:00 PM	<b>66</b>	112	0	178	0	0	0	0	0	161	34	195	77	92	80	249	622
05:15 PM	52	131	0	<b>183</b>	0	0	0	0	0	<b>169</b>	38	<b>207</b>	<b>96</b>	<b>104</b>	86	<b>286</b>	<b>676</b>
05:30 PM	54	123	0	177	0	0	0	0	0	168	36	204	77	81	70	228	609
Total Volume	219	501	0	720	0	0	0	0	0	627	146	773	326	358	329	1013	2506
% App. Total	30.4	69.6	0		0	0	0		0	81.1	18.9		32.2	35.3	32.5		
PHF	.830	.928	.000	.984	.000	.000	.000	.000	.000	.928	.961	.934	.849	.861	.884	.885	.927

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	47	135	0	182	0	0	0	0	0	129	38	167	76	81	93	250
+15 mins.	66	112	0	178	0	0	0	0	0	161	34	195	77	92	80	249
+30 mins.	52	131	0	183	0	0	0	0	0	169	38	207	96	104	86	286
+45 mins.	54	123	0	177	0	0	0	0	0	168	36	204	77	81	70	228
Total Volume	219	501	0	720	0	0	0	0	0	627	146	773	326	358	329	1013
% App. Total	30.4	69.6	0		0	0	0		0	81.1	18.9		32.2	35.3	32.5	
PHF	.830	.928	.000	.984	.000	.000	.000	.000	.000	.928	.961	.934	.849	.861	.884	.885



City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

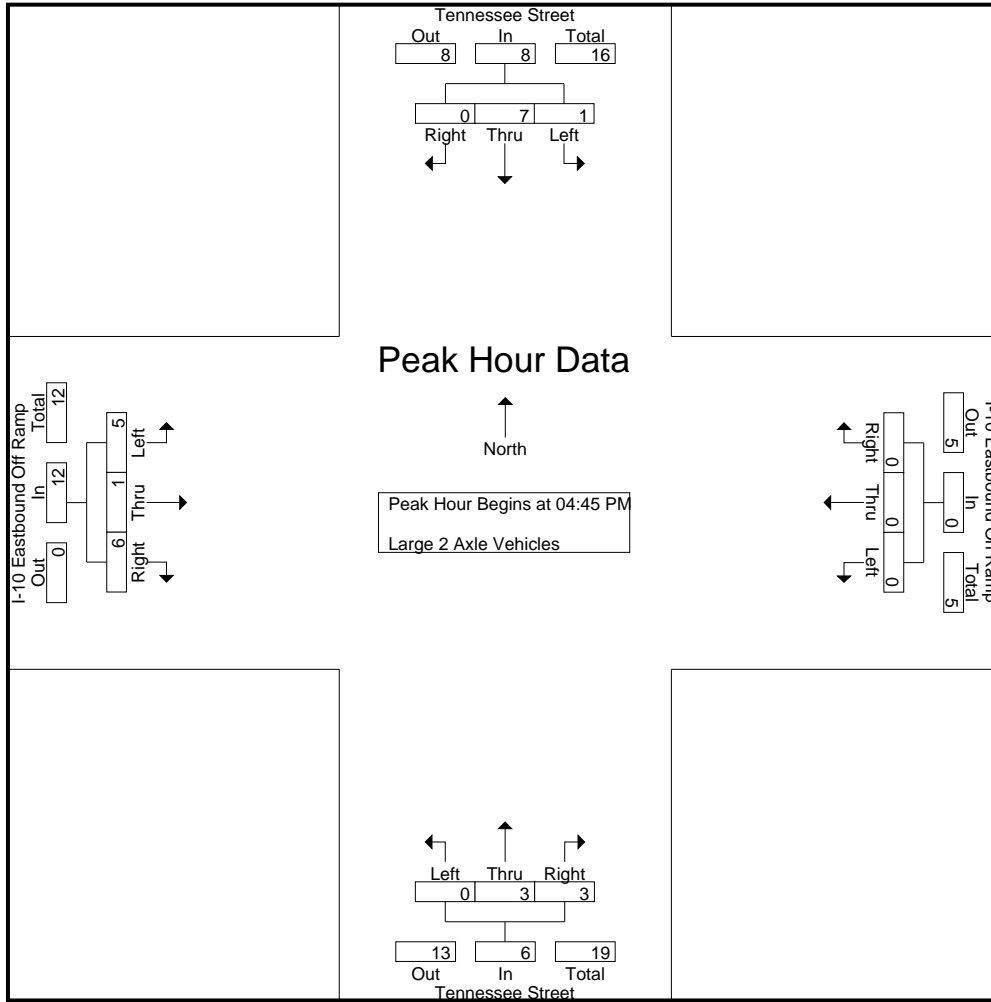
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
04:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	2	2	7
04:45 PM	1	0	0	1	0	0	0	0	0	2	2	4	2	1	0	3	8
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>23</b>
05:00 PM	0	3	0	3	0	0	0	0	0	0	1	1	1	0	4	5	9
05:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	2	0	1	3	7
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>24</b>
<b>Grand Total</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>16</b>	<b>47</b>
Apprch %	15.4	84.6	0		0	0	0		0	83.3	16.7		31.2	12.5	56.2		
Total %	4.3	23.4	0	27.7	0	0	0	0	0	31.9	6.4	38.3	10.6	4.3	19.1	34	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	1	0	0	1	0	0	0	0	0	2	2	4	2	1	0	3	8
05:00 PM	0	3	0	3	0	0	0	0	0	0	1	1	1	0	4	5	9
05:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	2	0	1	3	7
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	1	7	0	8	0	0	0	0	0	3	3	6	5	1	6	12	26
% App. Total	12.5	87.5	0		0	0	0		0	50	50		41.7	8.3	50		
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.375	.375	.375	.625	.250	.375	.600	.722

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	2	2	4	2	1	0	3
+15 mins.	0	3	0	3	0	0	0	0	0	0	1	1	1	0	4	5
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	2	0	1	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	1	7	0	8	0	0	0	0	0	3	3	6	5	1	6	12
% App. Total	12.5	87.5	0		0	0	0		0	50	50		41.7	8.3	50	
PHF	.250	.583	.000	.667	.000	.000	.000	.000	.000	.375	.375	.375	.625	.250	.375	.600

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

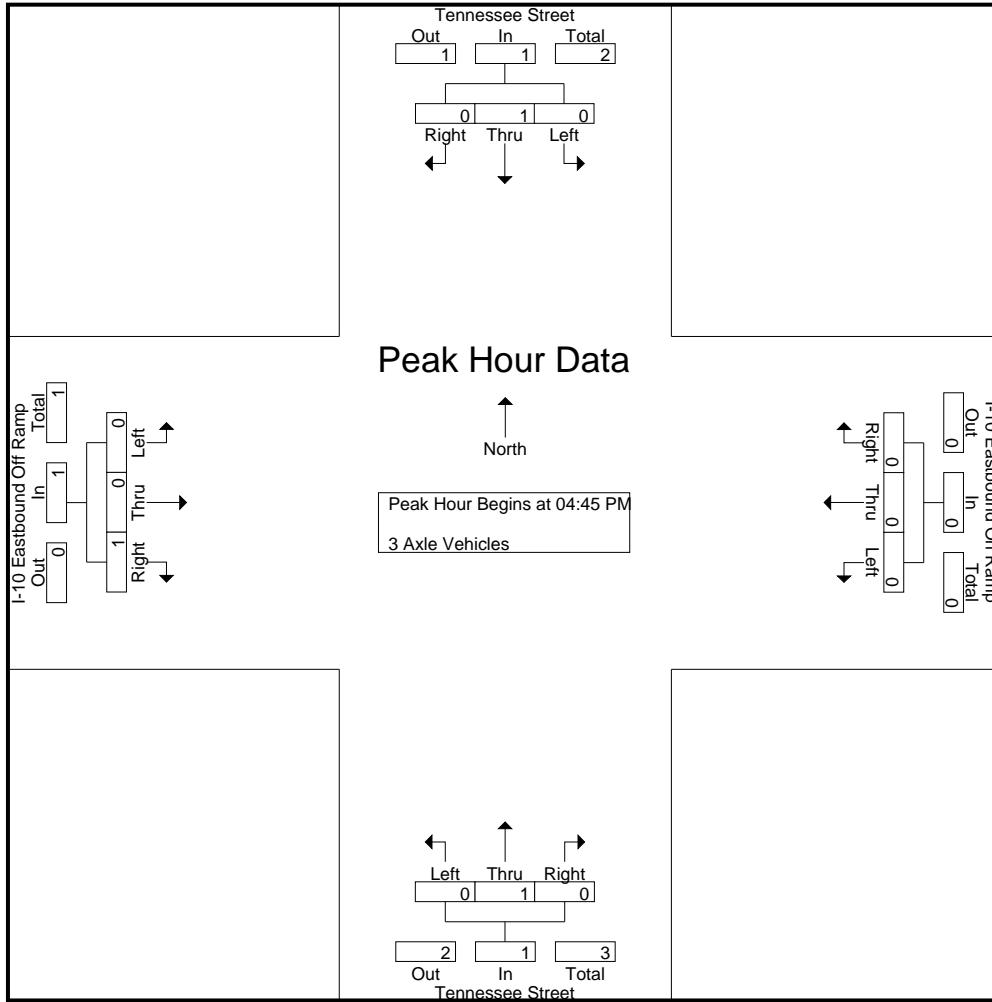
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	3	0	3	0	0	0	0	0	0	2	1	3	0	0	1	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	4	0	4	0	0	0	0	0	0	3	1	4	0	0	1	1	9
Apprch %	0	100	0		0	0	0		0	75	25			0	0	100		
Total %	0	44.4	0	44.4	0	0	0	0	0	33.3	11.1	44.4		0	0	11.1	11.1	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	1	1	3
% App. Total	0	100	0		0	0	0		0	100	0			0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.750

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

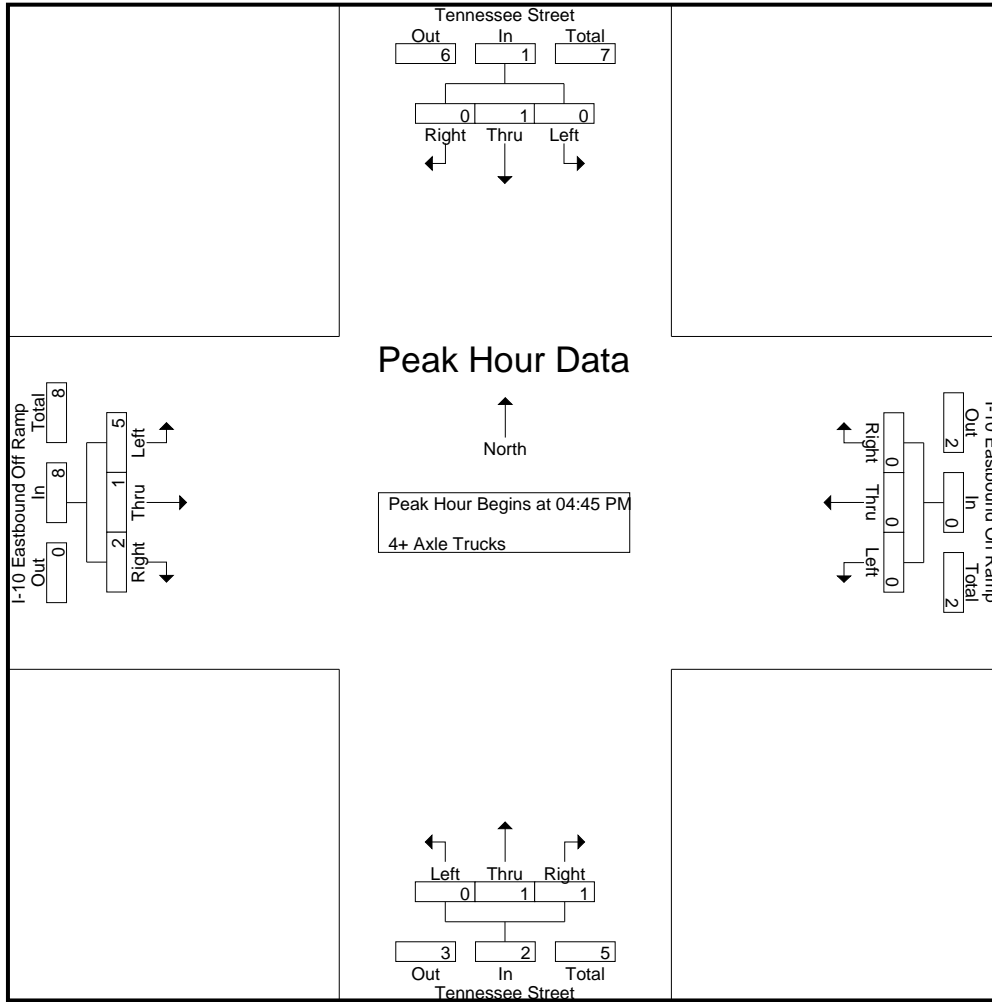
Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
Total	0	0	0	0	0	0	0	0	0	0	1	1	4	2	2	8	9
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	2	1	3	3	1	1	5	10
Grand Total	0	2	0	2	0	0	0	0	0	2	2	4	7	3	3	13	19
Apprch %	0	100	0		0	0	0		0	50	50		53.8	23.1	23.1		
Total %	0	10.5	0	10.5	0	0	0	0	0	10.5	10.5	21.1	36.8	15.8	15.8	68.4	

Start Time	Tennessee Street Southbound				I-10 Eastbound On Ramp Westbound				Tennessee Street Northbound				I-10 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
Total Volume	0	1	0	1	0	0	0	0	0	1	1	2	5	1	2	8	11
% App. Total	0	100	0		0	0	0		0	50	50		62.5	12.5	25		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.250	.625	.250	.500	.667	.917

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: I-10 Eastbound Ramps  
 Weather: Clear

File Name : 10\_RED\_Ten\_10E PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	1	2	5	1	2	8	8
% App. Total	0	100	0	0	0	0	0	0	0	50	50	0	62.5	12.5	25	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.250	.625	.250	.500	.667	

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

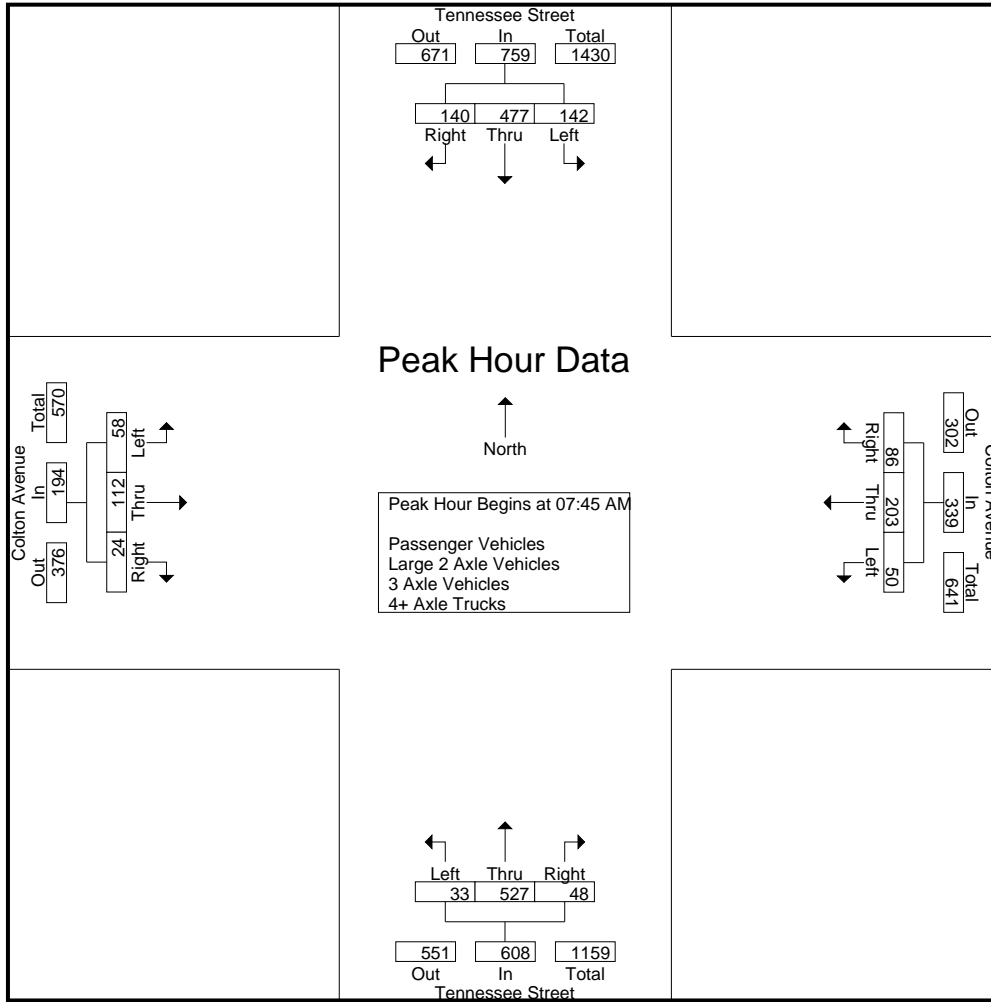
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	30	84	19	133	10	27	12	49	3	92	6	101	8	17	4	29	312
07:15 AM	27	124	15	166	5	23	13	41	4	115	7	126	16	18	4	38	371
07:30 AM	32	152	14	198	16	43	16	75	10	131	9	150	6	15	6	27	450
07:45 AM	40	158	35	233	19	51	15	85	8	118	15	141	14	28	4	46	505
Total	129	518	83	730	50	144	56	250	25	456	37	518	44	78	18	140	1638
08:00 AM	43	123	30	196	8	38	15	61	11	168	10	189	12	14	8	34	480
08:15 AM	22	104	31	157	16	54	29	99	7	131	12	150	14	27	7	48	454
08:30 AM	37	92	44	173	7	60	27	94	7	110	11	128	18	43	5	66	461
08:45 AM	21	109	52	182	11	52	15	78	15	103	10	128	12	35	5	52	440
Total	123	428	157	708	42	204	86	332	40	512	43	595	56	119	25	200	1835
Grand Total	252	946	240	1438	92	348	142	582	65	968	80	1113	100	197	43	340	3473
Apprch %	17.5	65.8	16.7		15.8	59.8	24.4		5.8	87	7.2		29.4	57.9	12.6		
Total %	7.3	27.2	6.9	41.4	2.6	10	4.1	16.8	1.9	27.9	2.3	32	2.9	5.7	1.2	9.8	
Passenger Vehicles	242	923	236	1401	87	338	135	560	63	926	74	1063	93	194	43	330	3354
% Passenger Vehicles	96	97.6	98.3	97.4	94.6	97.1	95.1	96.2	96.9	95.7	92.5	95.5	93	98.5	100	97.1	96.6
Large 2 Axle Vehicles	9	19	3	31	5	7	4	16	2	37	4	43	3	3	0	6	96
% Large 2 Axle Vehicles	3.6	2	1.2	2.2	5.4	2	2.8	2.7	3.1	3.8	5	3.9	3	1.5	0	1.8	2.8
3 Axle Vehicles	1	3	1	5	0	2	2	4	0	3	2	5	2	0	0	2	16
% 3 Axle Vehicles	0.4	0.3	0.4	0.3	0	0.6	1.4	0.7	0	0.3	2.5	0.4	2	0	0	0.6	0.5
4+ Axle Trucks	0	1	0	1	0	1	1	2	0	2	0	2	2	0	0	2	7
% 4+ Axle Trucks	0	0.1	0	0.1	0	0.3	0.7	0.3	0	0.2	0	0.2	2	0	0	0.6	0.2

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	40	<b>158</b>	35	<b>233</b>	<b>19</b>	51	15	85	8	118	<b>15</b>	141	14	28	4	46	<b>505</b>
08:00 AM	<b>43</b>	123	30	196	8	38	15	61	<b>11</b>	<b>168</b>	10	<b>189</b>	12	14	<b>8</b>	34	480
08:15 AM	22	104	31	157	16	54	<b>29</b>	<b>99</b>	7	131	12	150	14	27	7	48	454
08:30 AM	37	92	<b>44</b>	173	7	<b>60</b>	27	94	7	110	11	128	<b>18</b>	<b>43</b>	5	<b>66</b>	461
Total Volume	142	477	140	759	50	203	86	339	33	527	48	608	58	112	24	194	1900
% App. Total	18.7	62.8	18.4		14.7	59.9	25.4		5.4	86.7	7.9		29.9	57.7	12.4		
PHF	.826	.755	.795	.814	.658	.846	.741	.856	.750	.784	.800	.804	.806	.651	.750	.735	.941

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:15 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	27	124	15	166	<b>19</b>	51	15	85	10	131	9	150	12	14	<b>8</b>	34
+15 mins.	32	152	14	198	8	38	15	61	8	118	<b>15</b>	141	14	27	7	48
+30 mins.	40	<b>158</b>	<b>35</b>	<b>233</b>	16	54	<b>29</b>	<b>99</b>	<b>11</b>	<b>168</b>	10	<b>189</b>	<b>18</b>	<b>43</b>	5	<b>66</b>
+45 mins.	<b>43</b>	123	30	196	7	<b>60</b>	27	94	7	131	12	150	12	35	5	52
Total Volume	142	557	94	793	50	203	86	339	36	548	46	630	56	119	25	200
% App. Total	17.9	70.2	11.9		14.7	59.9	25.4		5.7	87	7.3		28	59.5	12.5	
PHF	.826	.881	.671	.851	.658	.846	.741	.856	.818	.815	.767	.833	.778	.692	.781	.758



City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

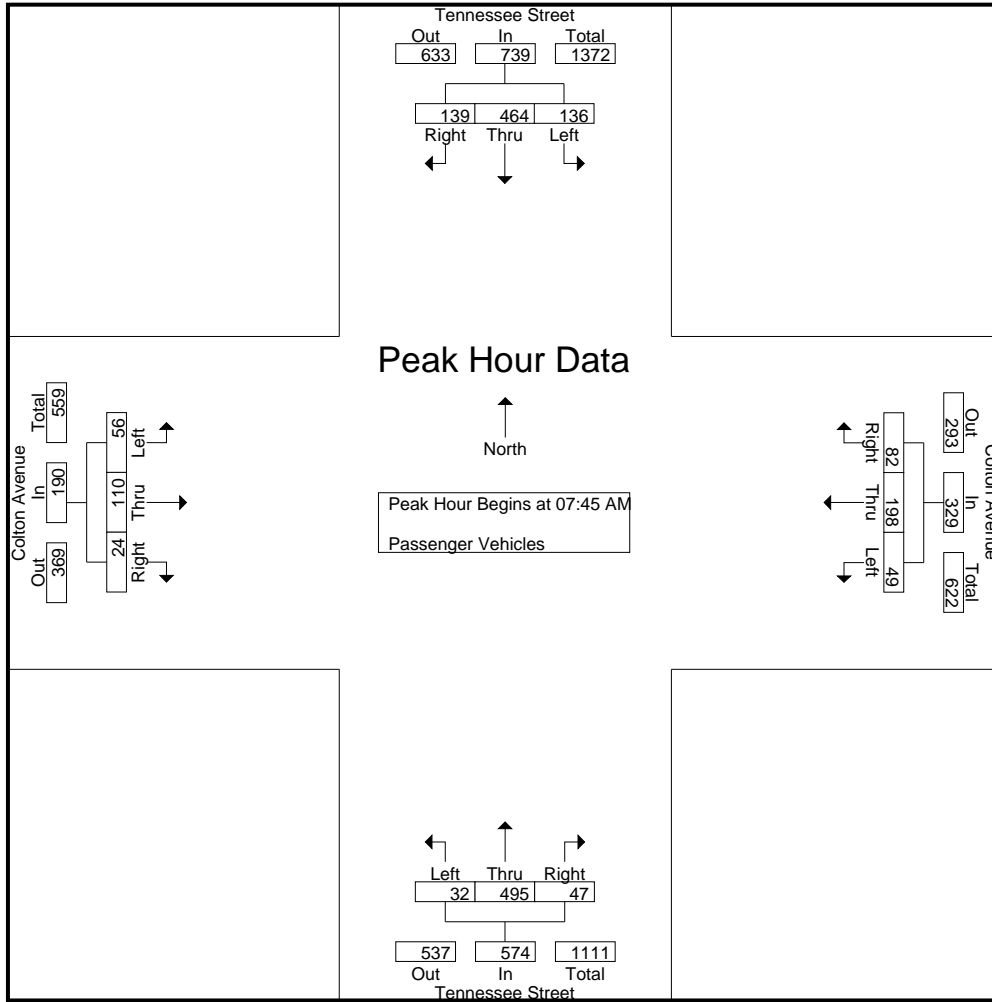
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	30	82	19	131	7	27	12	46	2	92	6	100	8	17	4	29	306
07:15 AM	26	122	15	163	5	23	13	41	4	112	5	121	11	18	4	33	358
07:30 AM	31	151	13	195	16	40	13	69	10	128	7	145	6	14	6	26	435
07:45 AM	39	153	34	226	18	51	14	83	8	111	14	133	13	28	4	45	487
Total	126	508	81	715	46	141	52	239	24	443	32	499	38	77	18	133	1586
08:00 AM	43	122	30	195	8	37	14	59	10	153	10	173	11	14	8	33	460
08:15 AM	19	100	31	150	16	53	28	97	7	124	12	143	14	26	7	47	437
08:30 AM	35	89	44	168	7	57	26	90	7	107	11	125	18	42	5	65	448
08:45 AM	19	104	50	173	10	50	15	75	15	99	9	123	12	35	5	52	423
Total	116	415	155	686	41	197	83	321	39	483	42	564	55	117	25	197	1768
Grand Total	242	923	236	1401	87	338	135	560	63	926	74	1063	93	194	43	330	3354
Apprch %	17.3	65.9	16.8		15.5	60.4	24.1		5.9	87.1	7		28.2	58.8	13		
Total %	7.2	27.5	7	41.8	2.6	10.1	4	16.7	1.9	27.6	2.2	31.7	2.8	5.8	1.3	9.8	

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	39	<b>153</b>	34	<b>226</b>	<b>18</b>	51	14	83	8	111	<b>14</b>	133	13	28	4	45	<b>487</b>
08:00 AM	<b>43</b>	122	30	195	8	37	14	59	<b>10</b>	<b>153</b>	10	<b>173</b>	11	14	<b>8</b>	33	460
08:15 AM	19	100	31	150	16	53	<b>28</b>	<b>97</b>	7	124	12	143	14	26	7	47	437
08:30 AM	35	89	<b>44</b>	168	7	<b>57</b>	26	90	7	107	11	125	<b>18</b>	<b>42</b>	5	<b>65</b>	448
Total Volume	136	464	139	739	49	198	82	329	32	495	47	574	56	110	24	190	1832
% App. Total	18.4	62.8	18.8		14.9	60.2	24.9		5.6	86.2	8.2		29.5	57.9	12.6		
PHF	.791	.758	.790	.817	.681	.868	.732	.848	.800	.809	.839	.829	.778	.655	.750	.731	.940

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	39	<b>153</b>	34	<b>226</b>	<b>18</b>	51	14	83	8	111	<b>14</b>	133	13	28	4	45
+15 mins.	<b>43</b>	122	30	195	8	37	14	59	<b>10</b>	<b>153</b>	10	<b>173</b>	11	14	<b>8</b>	33
+30 mins.	19	100	31	150	16	53	<b>28</b>	<b>97</b>	7	124	12	143	14	26	7	47
+45 mins.	35	89	<b>44</b>	168	7	<b>57</b>	26	90	7	107	11	125	<b>18</b>	<b>42</b>	5	<b>65</b>
Total Volume	136	464	139	739	49	198	82	329	32	495	47	574	56	110	24	190
% App. Total	18.4	62.8	18.8		14.9	60.2	24.9		5.6	86.2	8.2		29.5	57.9	12.6	
PHF	.791	.758	.790	.817	.681	.868	.732	.848	.800	.809	.839	.829	.778	.655	.750	.731

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	3	0	0	3	1	0	0	1	0	0	0	0	6
07:15 AM	1	2	0	3	0	0	0	0	0	3	2	5	1	0	0	1	9
07:30 AM	0	1	0	1	0	2	1	3	0	3	1	4	0	1	0	1	9
07:45 AM	1	5	1	7	1	0	1	2	0	6	0	6	1	0	0	1	16
<b>Total</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>40</b>
08:00 AM	0	1	0	1	0	1	1	2	1	12	0	13	1	0	0	1	17
08:15 AM	3	2	0	5	0	0	1	1	0	7	0	7	0	1	0	1	14
08:30 AM	2	3	0	5	0	2	0	2	0	3	0	3	0	1	0	1	11
08:45 AM	2	3	2	7	1	2	0	3	0	3	1	4	0	0	0	0	14
<b>Total</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>18</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>25</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>56</b>
<b>Grand Total</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>31</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>37</b>	<b>4</b>	<b>43</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>96</b>
Apprch %	29	61.3	9.7		31.2	43.8	25		4.7	86	9.3		50	50	0		
Total %	9.4	19.8	3.1	32.3	5.2	7.3	4.2	16.7	2.1	38.5	4.2	44.8	3.1	3.1	0	6.2	

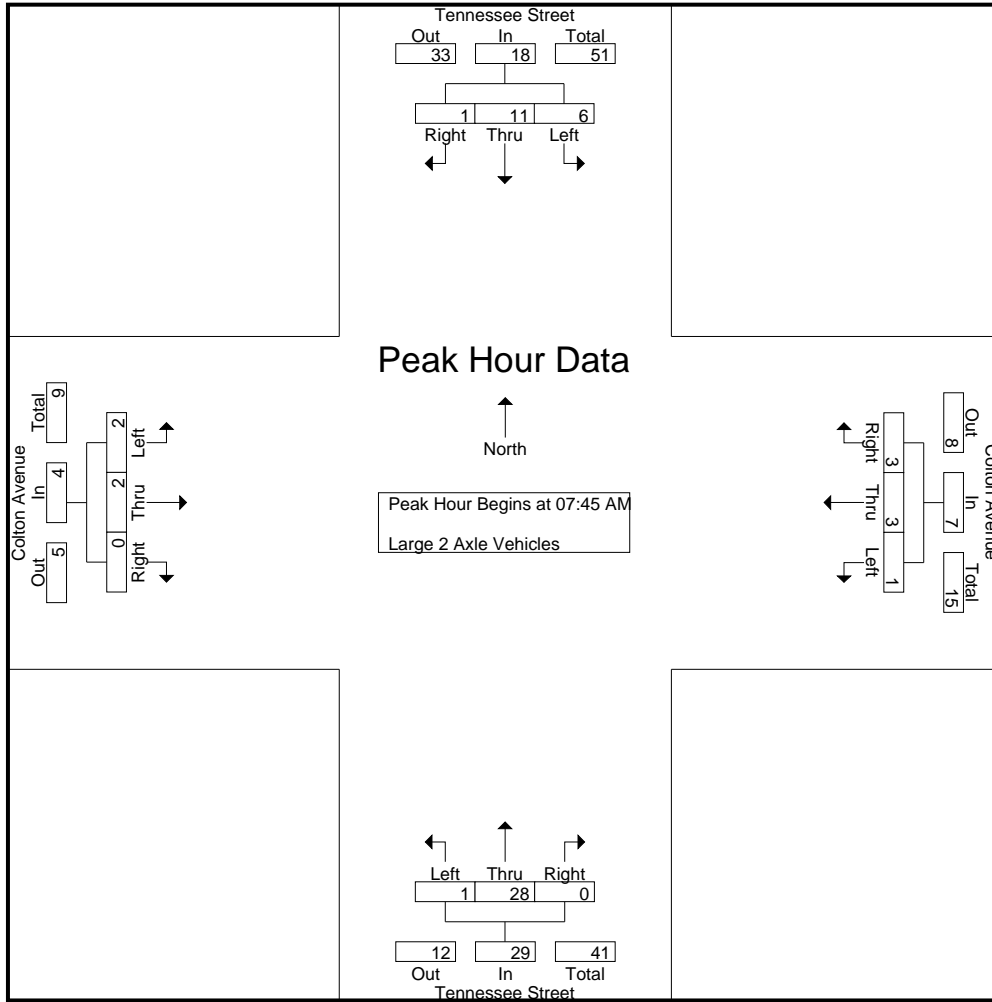
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	1	5	1	7	1	0	1	2	0	6	0	6	1	0	0	1	16
08:00 AM	0	1	0	1	0	1	1	2	1	12	0	13	1	0	0	1	17
08:15 AM	3	2	0	5	0	0	1	1	0	7	0	7	0	1	0	1	14
08:30 AM	2	3	0	5	0	2	0	2	0	3	0	3	0	1	0	1	11
<b>Total Volume</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>58</b>
% App. Total	33.3	61.1	5.6		14.3	42.9	42.9		3.4	96.6	0		50	50	0		
PHF	.500	.550	.250	.643	.250	.375	.750	.875	.250	.583	.000	.558	.500	.500	.000	1.00	.853

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	1	5	1	7	1	0	1	2	0	6	0	6	1	0	0	1
+15 mins.	0	1	0	1	0	1	1	2	1	12	0	13	1	0	0	1
+30 mins.	3	2	0	5	0	0	1	1	0	7	0	7	0	1	0	1
+45 mins.	2	3	0	5	0	2	0	2	0	3	0	3	0	1	0	1
Total Volume	6	11	1	18	1	3	3	7	1	28	0	29	2	2	0	4
% App. Total	33.3	61.1	5.6		14.3	42.9	42.9		3.4	96.6	0		50	50	0	
PHF	.500	.550	.250	.643	.250	.375	.750	.875	.250	.583	.000	.558	.500	.500	.000	1.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	1	0	1	2	0	1	1	2	0	0	1	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	1	0	1	2	0	1	1	2	0	1	2	3	2	0	0	2	9
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	1	1	2	0	2	0	2	0	0	0	0	7
Grand Total	1	3	1	5	0	2	2	4	0	3	2	5	2	0	0	2	16
Apprch %	20	60	20		0	50	50		0	60	40		100	0	0		
Total %	6.2	18.8	6.2	31.2	0	12.5	12.5	25	0	18.8	12.5	31.2	12.5	0	0	12.5	

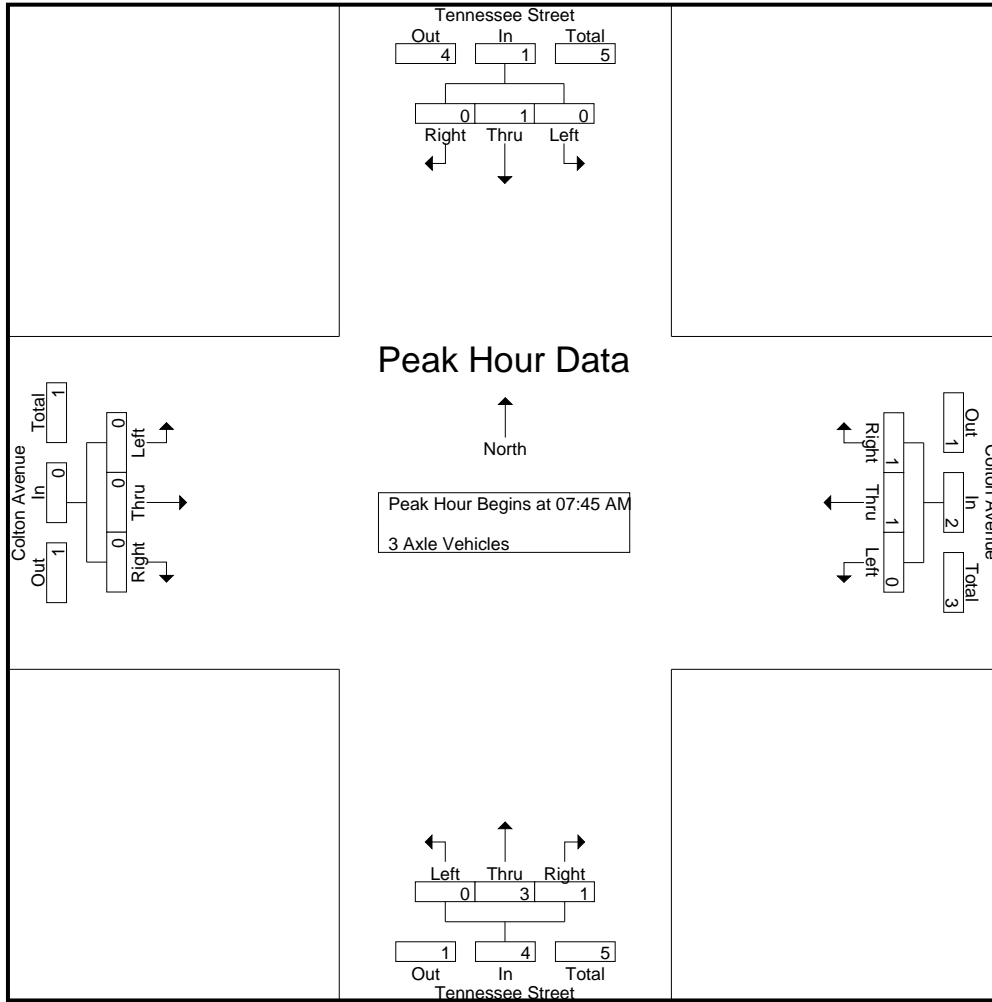
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	1	2	0	3	1	4	0	0	0	0	7
% App. Total	0	100	0		0	50	50		0	75	25		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.000	.375	.250	.500	.000	.000	.000	.000	.875

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	1	2	0	3	1	4	0	0	0	0
% App. Total	0	100	0	0	0	50	50	0	0	75	25	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.250	.250	.500	.000	.375	.250	.500	.000	.000	.000	.000

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Grand Total	0	1	0	1	0	1	1	2	0	2	0	2	2	0	0	2	7
Apprch %	0	100	0		0	50	50		0	100	0		100	0	0		
Total %	0	14.3	0	14.3	0	14.3	14.3	28.6	0	28.6	0	28.6	28.6	0	0	28.6	

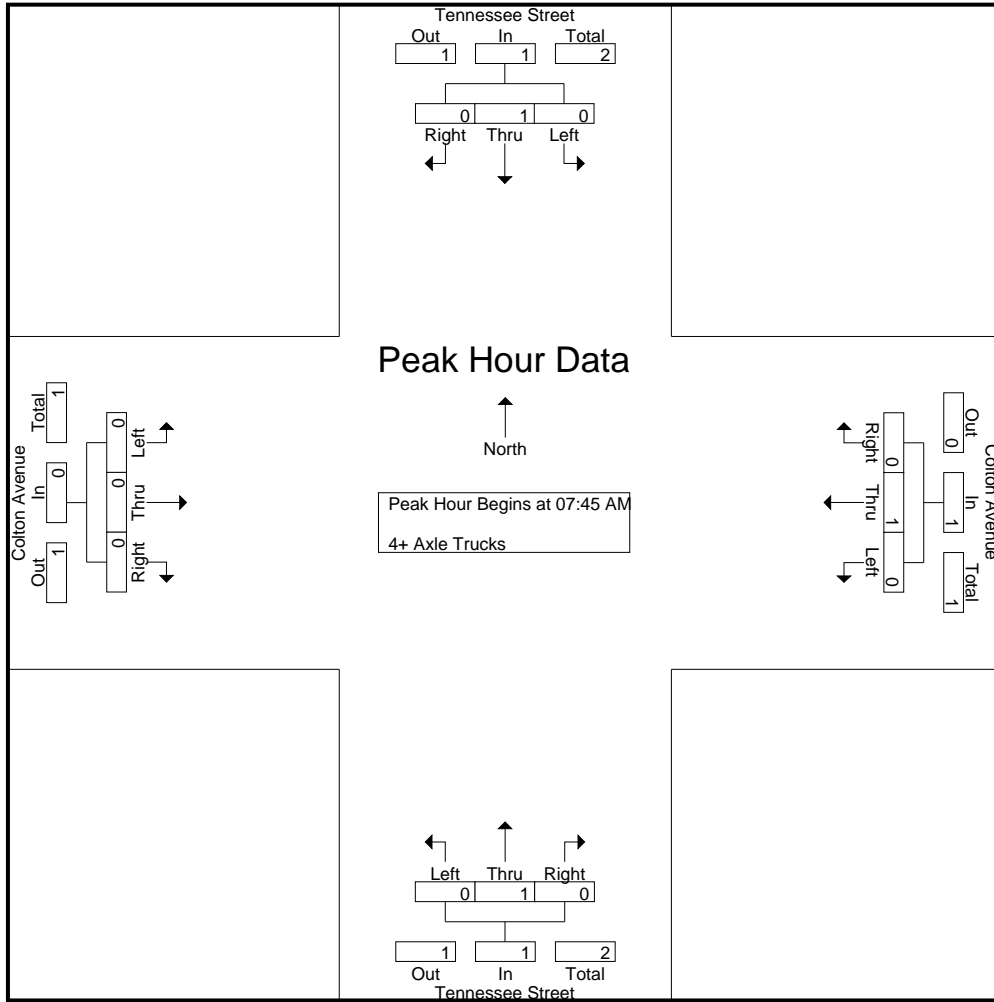
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.750

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 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				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000



City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

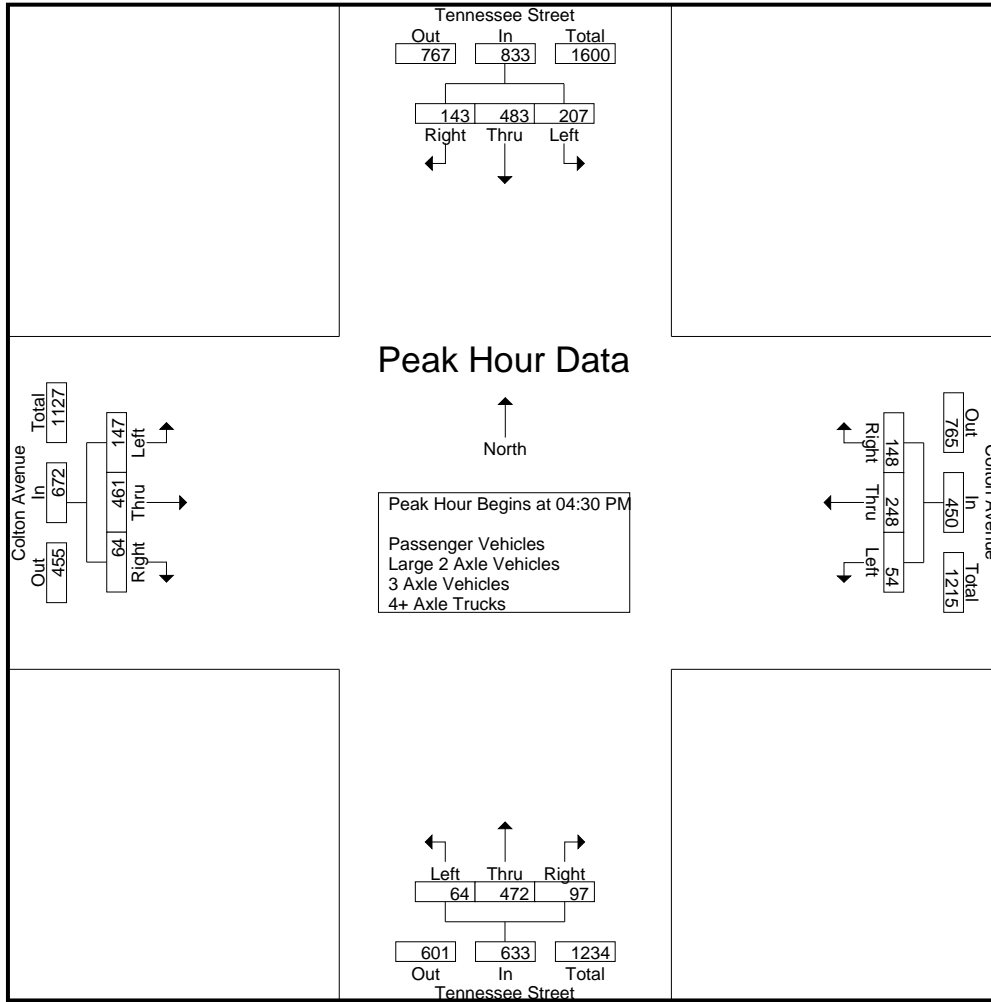
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	106	46	182	16	75	38	129	22	131	21	174	36	105	15	156	641
04:15 PM	48	107	39	194	8	69	36	113	15	118	20	153	40	92	11	143	603
04:30 PM	48	90	46	184	17	58	39	114	18	115	24	157	36	111	12	159	614
04:45 PM	54	135	33	222	17	47	33	97	12	103	22	137	36	104	21	161	617
Total	180	438	164	782	58	249	146	453	67	467	87	621	148	412	59	619	2475
05:00 PM	48	120	28	196	10	69	47	126	13	119	20	152	37	118	17	172	646
05:15 PM	57	138	36	231	10	74	29	113	21	135	31	187	38	128	14	180	711
05:30 PM	46	110	33	189	18	45	29	92	13	122	22	157	48	112	12	172	610
05:45 PM	55	120	36	211	9	43	28	80	20	101	14	135	39	78	15	132	558
Total	206	488	133	827	47	231	133	411	67	477	87	631	162	436	58	656	2525
Grand Total	386	926	297	1609	105	480	279	864	134	944	174	1252	310	848	117	1275	5000
Apprch %	24	57.6	18.5		12.2	55.6	32.3		10.7	75.4	13.9		24.3	66.5	9.2		
Total %	7.7	18.5	5.9	32.2	2.1	9.6	5.6	17.3	2.7	18.9	3.5	25	6.2	17	2.3	25.5	
Passenger Vehicles	382	909	297	1588	103	478	273	854	134	926	174	1234	308	844	117	1269	4945
% Passenger Vehicles	99	98.2	100	98.7	98.1	99.6	97.8	98.8	100	98.1	100	98.6	99.4	99.5	100	99.5	98.9
Large 2 Axle Vehicles	2	11	0	13	2	1	3	6	0	11	0	11	1	4	0	5	35
% Large 2 Axle Vehicles	0.5	1.2	0	0.8	1.9	0.2	1.1	0.7	0	1.2	0	0.9	0.3	0.5	0	0.4	0.7
3 Axle Vehicles	0	5	0	5	0	1	0	1	0	5	0	5	0	0	0	0	11
% 3 Axle Vehicles	0	0.5	0	0.3	0	0.2	0	0.1	0	0.5	0	0.4	0	0	0	0	0.2
4+ Axle Trucks	2	1	0	3	0	0	3	3	0	2	0	2	1	0	0	1	9
% 4+ Axle Trucks	0.5	0.1	0	0.2	0	0	1.1	0.3	0	0.2	0	0.2	0.3	0	0	0.1	0.2

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	48	90	<b>46</b>	184	<b>17</b>	58	39	114	18	115	24	157	36	111	12	159	614
04:45 PM	54	135	33	222	17	47	33	97	12	103	22	137	36	104	<b>21</b>	161	617
05:00 PM	48	120	28	196	10	69	<b>47</b>	<b>126</b>	13	119	20	152	37	118	17	172	646
05:15 PM	<b>57</b>	<b>138</b>	36	<b>231</b>	10	<b>74</b>	29	113	<b>21</b>	<b>135</b>	<b>31</b>	<b>187</b>	<b>38</b>	<b>128</b>	14	<b>180</b>	<b>711</b>
Total Volume	207	483	143	833	54	248	148	450	64	472	97	633	147	461	64	672	2588
% App. Total	24.8	58	17.2		12	55.1	32.9		10.1	74.6	15.3		21.9	68.6	9.5		
PHF	.908	.875	.777	.902	.794	.838	.787	.893	.762	.874	.782	.846	.967	.900	.762	.933	.910

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	54	135	33	222	16	<b>75</b>	38	<b>129</b>	18	115	24	157	36	104	<b>21</b>	161
+15 mins.	48	120	28	196	8	69	36	113	12	103	22	137	37	118	17	172
+30 mins.	<b>57</b>	<b>138</b>	<b>36</b>	<b>231</b>	<b>17</b>	58	<b>39</b>	114	13	119	20	152	38	<b>128</b>	14	<b>180</b>
+45 mins.	46	110	33	189	17	47	33	97	<b>21</b>	<b>135</b>	<b>31</b>	<b>187</b>	<b>48</b>	112	12	172
Total Volume	205	503	130	838	58	249	146	453	64	472	97	633	159	462	64	685
% App. Total	24.5	60	15.5		12.8	55	32.2		10.1	74.6	15.3		23.2	67.4	9.3	
PHF	.899	.911	.903	.907	.853	.830	.936	.878	.762	.874	.782	.846	.828	.902	.762	.951

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

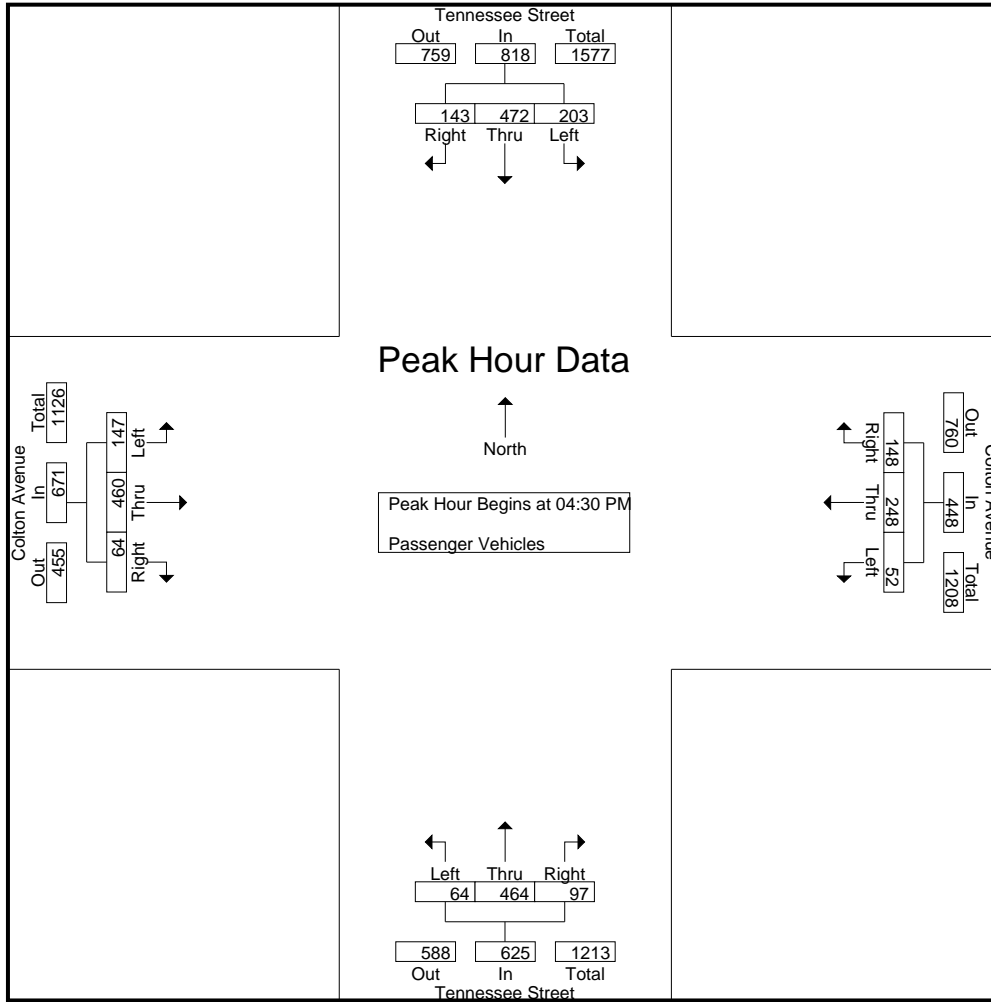
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	30	103	46	179	16	74	38	128	22	130	21	173	36	103	15	154	634
04:15 PM	48	106	39	193	8	69	33	110	15	116	20	151	39	92	11	142	596
04:30 PM	46	90	46	182	17	58	39	114	18	113	24	155	36	111	12	159	610
04:45 PM	53	133	33	219	15	47	33	95	12	101	22	135	36	104	21	161	610
Total	177	432	164	773	56	248	143	447	67	460	87	614	147	410	59	616	2450
05:00 PM	48	114	28	190	10	69	47	126	13	118	20	151	37	118	17	172	639
05:15 PM	56	135	36	227	10	74	29	113	21	132	31	184	38	127	14	179	703
05:30 PM	46	109	33	188	18	45	28	91	13	122	22	157	48	111	12	171	607
05:45 PM	55	119	36	210	9	42	26	77	20	94	14	128	38	78	15	131	546
Total	205	477	133	815	47	230	130	407	67	466	87	620	161	434	58	653	2495
Grand Total	382	909	297	1588	103	478	273	854	134	926	174	1234	308	844	117	1269	4945
Apprch %	24.1	57.2	18.7		12.1	56	32		10.9	75	14.1		24.3	66.5	9.2		
Total %	7.7	18.4	6	32.1	2.1	9.7	5.5	17.3	2.7	18.7	3.5	25	6.2	17.1	2.4	25.7	

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	46	90	<b>46</b>	182	<b>17</b>	58	39	114	18	113	24	155	36	111	12	159	610
04:45 PM	53	133	33	219	15	47	33	95	12	101	22	135	36	104	<b>21</b>	161	610
05:00 PM	48	114	28	190	10	69	<b>47</b>	<b>126</b>	13	118	20	151	37	118	17	172	639
05:15 PM	<b>56</b>	<b>135</b>	36	<b>227</b>	10	<b>74</b>	29	113	<b>21</b>	<b>132</b>	<b>31</b>	<b>184</b>	<b>38</b>	<b>127</b>	14	<b>179</b>	<b>703</b>
Total Volume	203	472	143	818	52	248	148	448	64	464	97	625	147	460	64	671	2562
% App. Total	24.8	57.7	17.5		11.6	55.4	33		10.2	74.2	15.5		21.9	68.6	9.5		
PHF	.906	.874	.777	.901	.765	.838	.787	.889	.762	.879	.782	.849	.967	.906	.762	.937	.911

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	46	90	<b>46</b>	182	<b>17</b>	58	39	114	18	113	24	155	36	111	12	159
+15 mins.	53	133	33	219	15	47	33	95	12	101	22	135	36	104	<b>21</b>	161
+30 mins.	48	114	28	190	10	69	<b>47</b>	<b>126</b>	13	118	20	151	37	118	17	172
+45 mins.	<b>56</b>	<b>135</b>	36	<b>227</b>	10	<b>74</b>	29	113	<b>21</b>	<b>132</b>	<b>31</b>	<b>184</b>	<b>38</b>	<b>127</b>	14	<b>179</b>
Total Volume	203	472	143	818	52	248	148	448	64	464	97	625	147	460	64	671
% App. Total	24.8	57.7	17.5		11.6	55.4	33		10.2	74.2	15.5		21.9	68.6	9.5	
PHF	.906	.874	.777	.901	.765	.838	.787	.889	.762	.879	.782	.849	.967	.906	.762	.937

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	1	0	1	0	0	3	3	0	0	0	0	1	0	0	1	5
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	2	0	0	2	0	2	0	2	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>15</b>
05:00 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
05:15 PM	1	2	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
<b>Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>
<b>Grand Total</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>35</b>
Apprch %	15.4	84.6	0		33.3	16.7	50		0	100	0		20	80	0		
Total %	5.7	31.4	0	37.1	5.7	2.9	8.6	17.1	0	31.4	0	31.4	2.9	11.4	0	14.3	

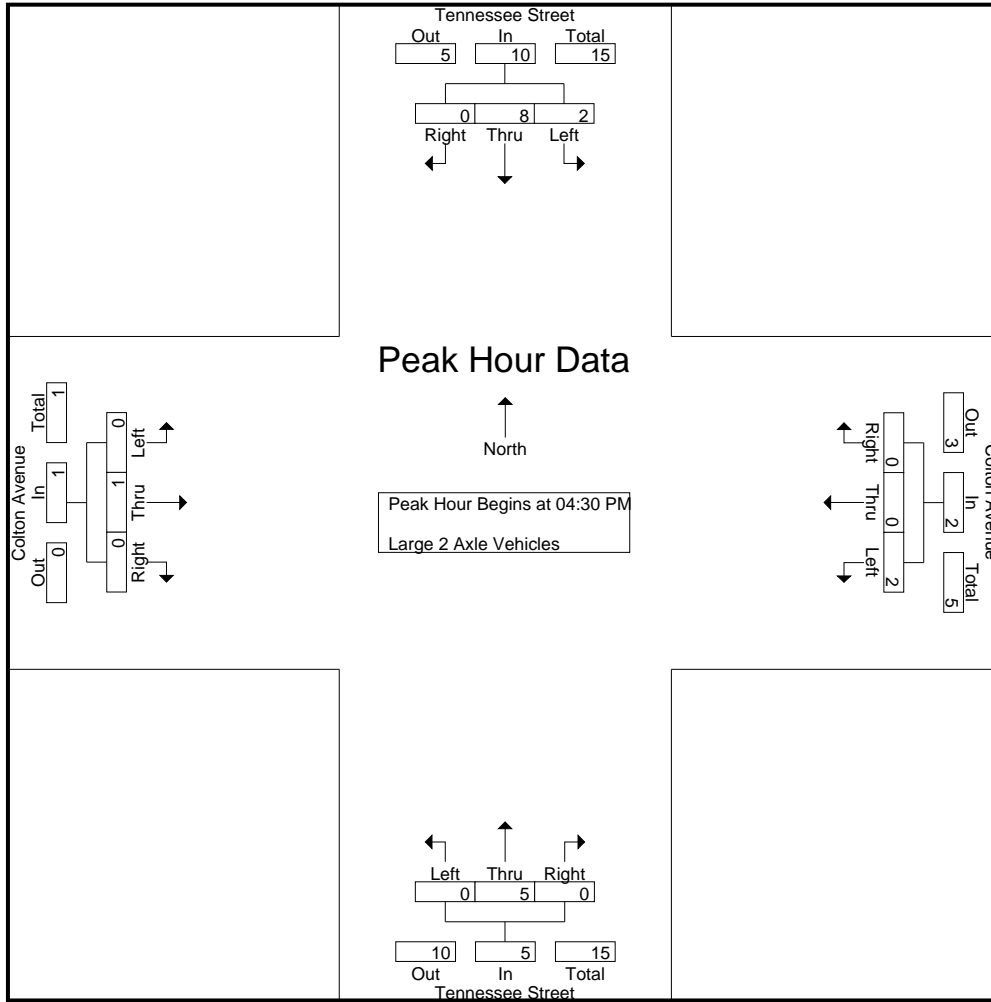
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	2	0	0	2	0	2	0	2	0	0	0	0	5
05:00 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
05:15 PM	1	2	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
<b>Total Volume</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>
% App. Total	20	80	0		100	0	0		0	100	0		0	100	0		
PHF	.500	.400	.000	.500	.250	.000	.000	.250	.000	.625	.000	.625	.000	.250	.000	.250	.750

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	2	0	0	2	0	2	0	2	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	1	2	0	3	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	2	8	0	10	2	0	0	2	0	5	0	5	0	1	0	1
% App. Total	20	80	0	100	100	0	0	100	0	100	0	100	0	100	0	100
PHF	.500	.400	.000	.500	.250	.000	.000	.250	.000	.625	.000	.625	.000	.250	.000	.250

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

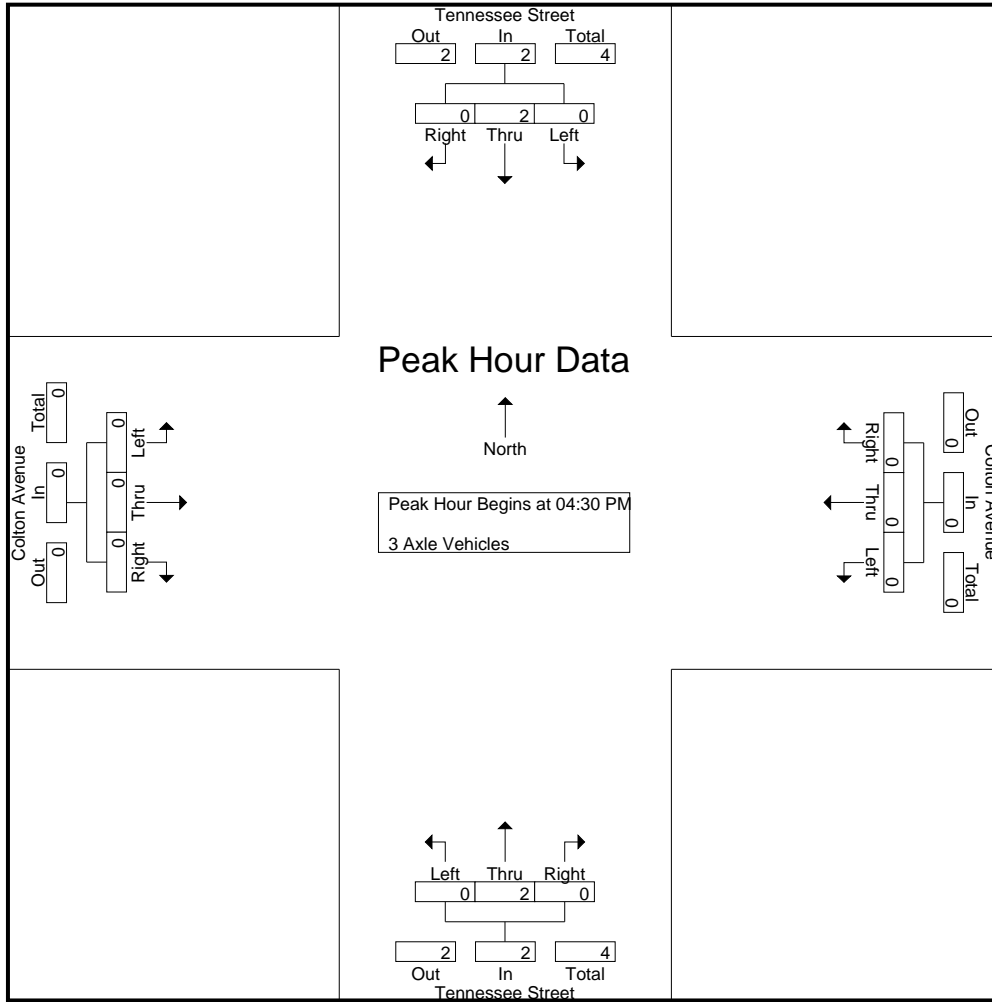
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	0	3	0	3	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	1	0	1	0	0	2	0	2	0	0	0	0	4
Grand Total	0	5	0	5	0	1	0	1	0	5	0	5	0	0	0	0	0	11
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0	0		
Total %	0	45.5	0	45.5	0	9.1	0	9.1	0	45.5	0	45.5	0	0	0	0		

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

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



City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

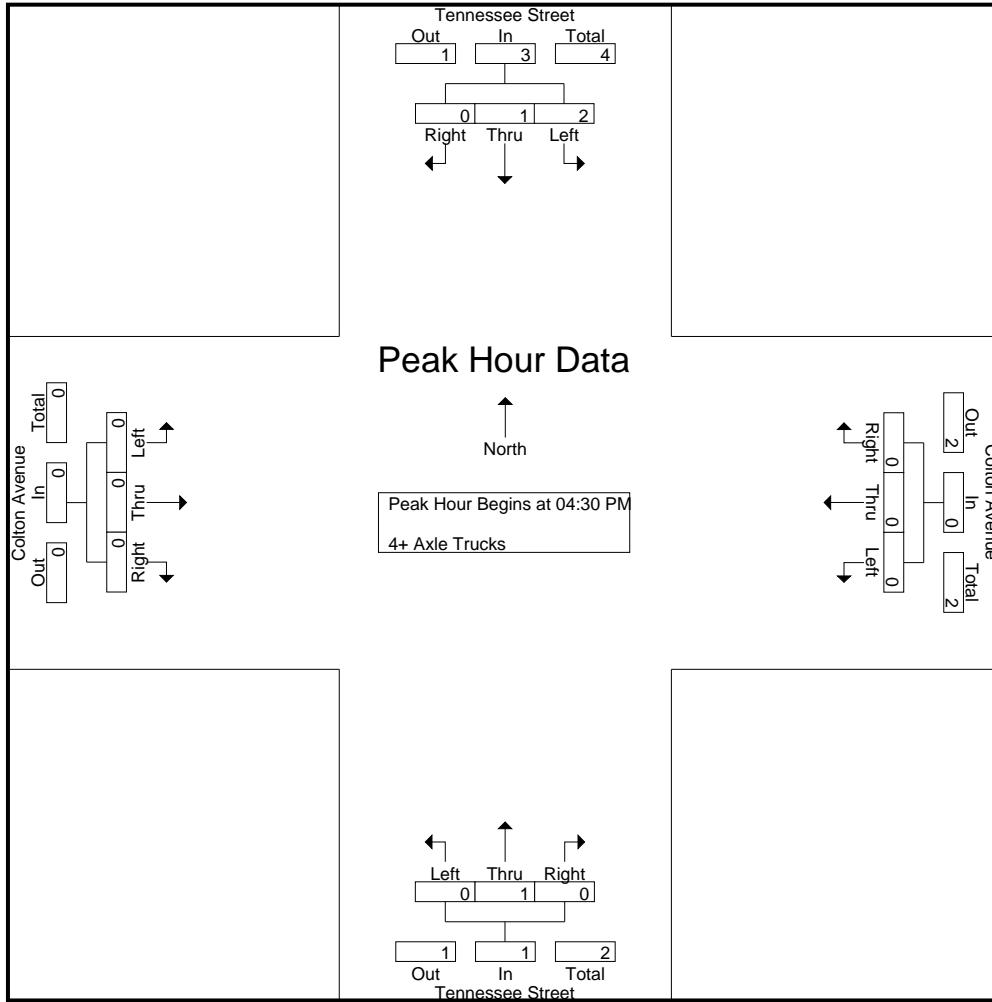
Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
Total	0	1	0	1	0	0	3	3	0	1	0	1	1	0	0	1	6
Grand Total	2	1	0	3	0	0	3	3	0	2	0	2	1	0	0	1	9
Apprch %	66.7	33.3	0		0	0	100		0	100	0		100	0	0		
Total %	22.2	11.1	0	33.3	0	0	33.3	33.3	0	22.2	0	22.2	11.1	0	0	11.1	

Start Time	Tennessee Street Southbound				Colton Avenue Westbound				Tennessee Street Northbound				Colton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	2	1	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	66.7	33.3	0		0	0	0		0	100	0		0	0	0		
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	1.00

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Colton Avenue  
 Weather: Clear

File Name : 11C\_RED\_Ten\_Colt PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

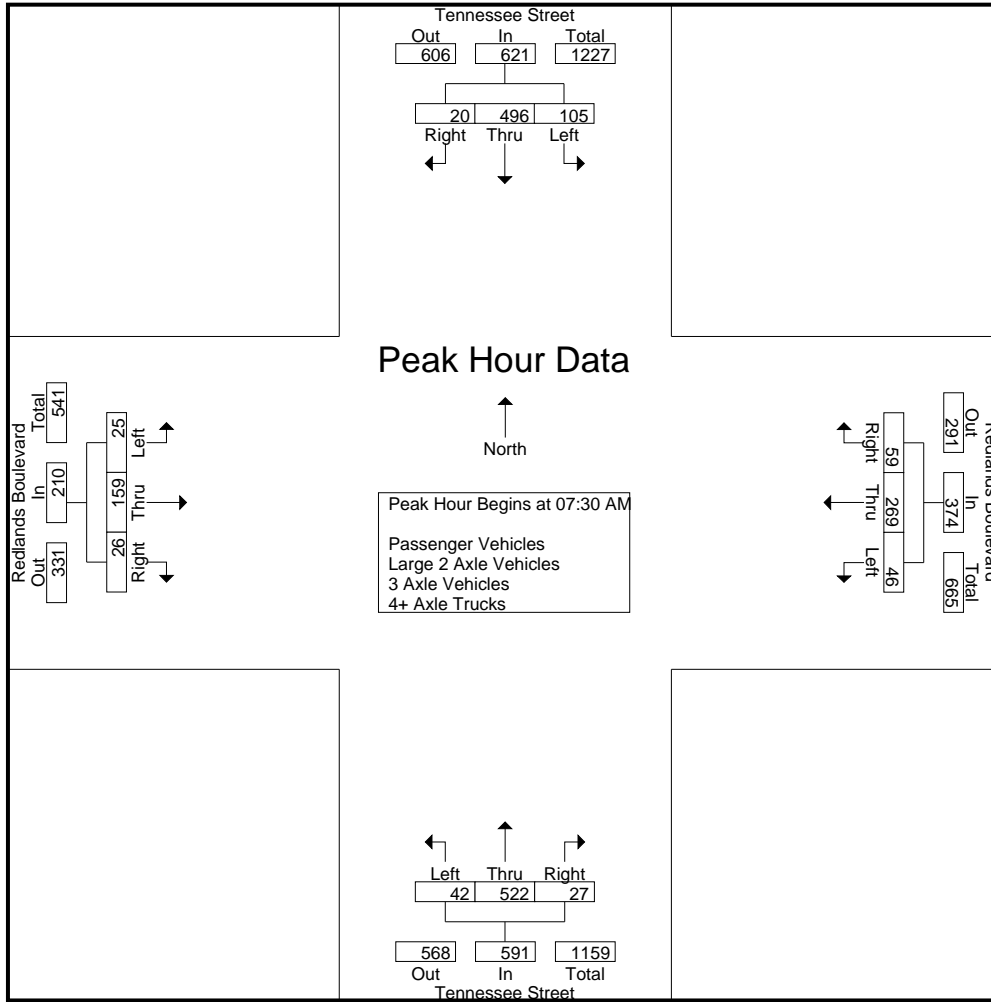
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	67	2	82	4	18	14	36	2	84	2	88	7	21	5	33	239
07:15 AM	22	95	1	118	4	43	12	59	5	115	5	125	0	21	8	29	331
07:30 AM	21	125	4	150	12	62	7	81	12	141	3	156	9	26	8	43	430
07:45 AM	24	160	4	188	19	60	16	95	12	129	8	149	5	37	8	50	482
<b>Total</b>	<b>80</b>	<b>447</b>	<b>11</b>	<b>538</b>	<b>39</b>	<b>183</b>	<b>49</b>	<b>271</b>	<b>31</b>	<b>469</b>	<b>18</b>	<b>518</b>	<b>21</b>	<b>105</b>	<b>29</b>	<b>155</b>	<b>1482</b>
08:00 AM	36	105	3	144	5	71	16	92	6	145	7	158	4	53	2	59	453
08:15 AM	24	106	9	139	10	76	20	106	12	107	9	128	7	43	8	58	431
08:30 AM	25	73	4	102	11	95	13	119	19	104	8	131	7	38	5	50	402
08:45 AM	24	87	6	117	8	46	22	76	7	106	7	120	5	28	0	33	346
<b>Total</b>	<b>109</b>	<b>371</b>	<b>22</b>	<b>502</b>	<b>34</b>	<b>288</b>	<b>71</b>	<b>393</b>	<b>44</b>	<b>462</b>	<b>31</b>	<b>537</b>	<b>23</b>	<b>162</b>	<b>15</b>	<b>200</b>	<b>1632</b>
<b>Grand Total</b>	<b>189</b>	<b>818</b>	<b>33</b>	<b>1040</b>	<b>73</b>	<b>471</b>	<b>120</b>	<b>664</b>	<b>75</b>	<b>931</b>	<b>49</b>	<b>1055</b>	<b>44</b>	<b>267</b>	<b>44</b>	<b>355</b>	<b>3114</b>
Apprch %	18.2	78.7	3.2		11	70.9	18.1		7.1	88.2	4.6		12.4	75.2	12.4		
Total %	6.1	26.3	1.1	33.4	2.3	15.1	3.9	21.3	2.4	29.9	1.6	33.9	1.4	8.6	1.4	11.4	
Passenger Vehicles	178	806	33	1017	73	463	114	650	70	902	48	1020	42	260	44	346	3033
% Passenger Vehicles	94.2	98.5	100	97.8	100	98.3	95	97.9	93.3	96.9	98	96.7	95.5	97.4	100	97.5	97.4
Large 2 Axle Vehicles	9	10	0	19	0	5	6	11	4	22	1	27	2	6	0	8	65
% Large 2 Axle Vehicles	4.8	1.2	0	1.8	0	1.1	5	1.7	5.3	2.4	2	2.6	4.5	2.2	0	2.3	2.1
3 Axle Vehicles	0	2	0	2	0	1	0	1	1	5	0	6	0	1	0	1	10
% 3 Axle Vehicles	0	0.2	0	0.2	0	0.2	0	0.2	1.3	0.5	0	0.6	0	0.4	0	0.3	0.3
4+ Axle Trucks	2	0	0	2	0	2	0	2	0	2	0	2	0	0	0	0	6
% 4+ Axle Trucks	1.1	0	0	0.2	0	0.4	0	0.3	0	0.2	0	0.2	0	0	0	0	0.2

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	125	4	150	12	62	7	81	12	141	3	156	9	26	8	43	430
07:45 AM	24	160	4	188	19	60	16	95	12	129	8	149	5	37	8	50	482
08:00 AM	36	105	3	144	5	71	16	92	6	145	7	158	4	53	2	59	453
08:15 AM	24	106	9	139	10	76	20	106	12	107	9	128	7	43	8	58	431
Total Volume	105	496	20	621	46	269	59	374	42	522	27	591	25	159	26	210	1796
% App. Total	16.9	79.9	3.2		12.3	71.9	15.8		7.1	88.3	4.6		11.9	75.7	12.4		
PHF	.729	.775	.556	.826	.605	.885	.738	.882	.875	.900	.750	.935	.694	.750	.813	.890	.932

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	21	125	4	150	<b>19</b>	60	16	95	<b>12</b>	141	3	156	5	37	<b>8</b>	50
+15 mins.	24	<b>160</b>	4	<b>188</b>	5	71	16	92	12	129	8	149	4	<b>53</b>	2	<b>59</b>
+30 mins.	<b>36</b>	105	3	144	10	76	<b>20</b>	106	6	<b>145</b>	7	<b>158</b>	<b>7</b>	43	8	58
+45 mins.	24	106	<b>9</b>	139	11	<b>95</b>	13	<b>119</b>	12	107	<b>9</b>	128	7	38	5	50
Total Volume	105	496	20	621	45	302	65	412	42	522	27	591	23	171	23	217
% App. Total	16.9	79.9	3.2		10.9	73.3	15.8		7.1	88.3	4.6		10.6	78.8	10.6	
PHF	.729	.775	.556	.826	.592	.795	.813	.866	.875	.900	.750	.935	.821	.807	.719	.919

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	66	2	80	4	18	13	35	2	84	2	88	7	21	5	33	236
07:15 AM	21	95	1	117	4	42	10	56	5	113	5	123	0	21	8	29	325
07:30 AM	20	125	4	149	12	62	7	81	11	136	3	150	9	26	8	43	423
07:45 AM	23	156	4	183	19	57	15	91	11	119	8	138	5	36	8	49	461
Total	76	442	11	529	39	179	45	263	29	452	18	499	21	104	29	154	1445
08:00 AM	34	103	3	140	5	70	16	91	5	139	7	151	4	53	2	59	441
08:15 AM	22	104	9	135	10	75	19	104	12	103	9	124	7	39	8	54	417
08:30 AM	24	72	4	100	11	94	13	118	18	104	8	130	6	36	5	47	395
08:45 AM	22	85	6	113	8	45	21	74	6	104	6	116	4	28	0	32	335
Total	102	364	22	488	34	284	69	387	41	450	30	521	21	156	15	192	1588
Grand Total	178	806	33	1017	73	463	114	650	70	902	48	1020	42	260	44	346	3033
Apprch %	17.5	79.3	3.2		11.2	71.2	17.5		6.9	88.4	4.7		12.1	75.1	12.7		
Total %	5.9	26.6	1.1	33.5	2.4	15.3	3.8	21.4	2.3	29.7	1.6	33.6	1.4	8.6	1.5	11.4	

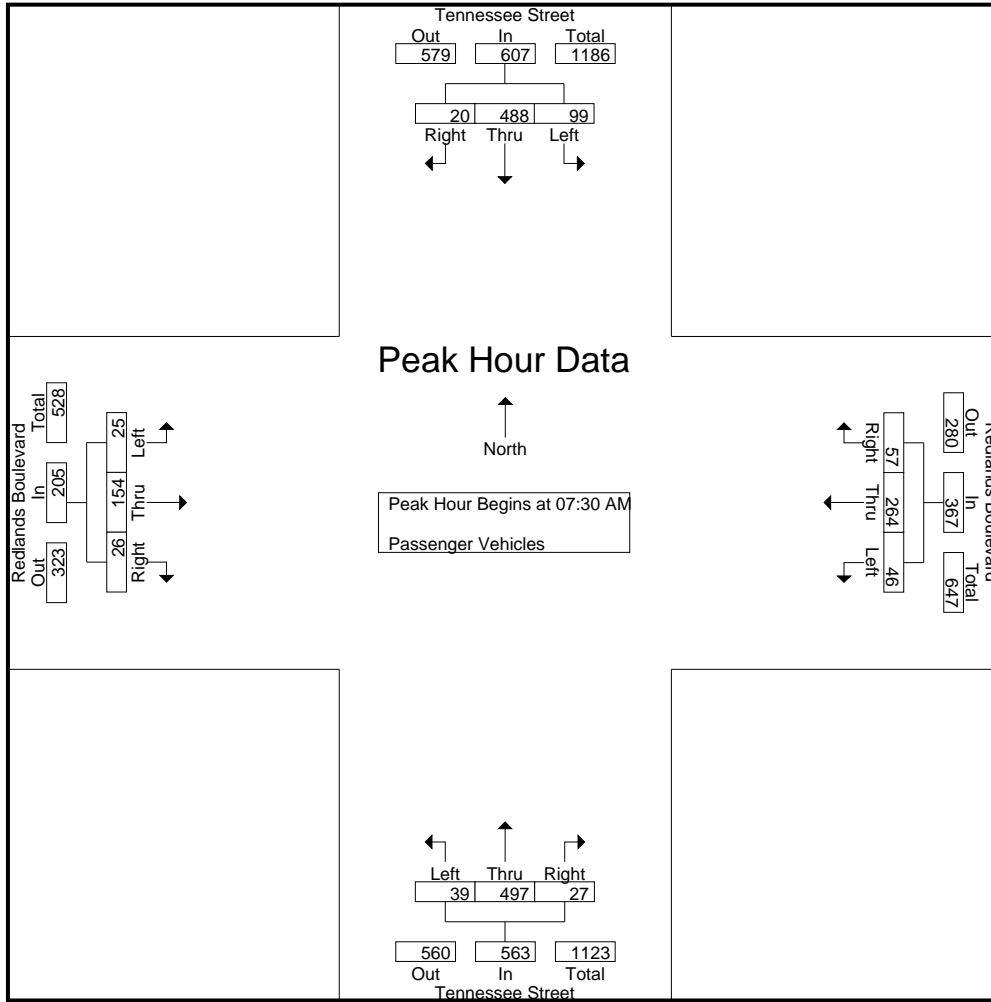
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	20	125	4	149	12	62	7	81	11	136	3	150	<b>9</b>	26	<b>8</b>	43	423
07:45 AM	23	<b>156</b>	4	<b>183</b>	<b>19</b>	57	15	91	11	119	8	138	5	36	8	49	<b>461</b>
08:00 AM	<b>34</b>	103	3	140	5	70	16	91	5	<b>139</b>	7	<b>151</b>	4	<b>53</b>	2	<b>59</b>	441
08:15 AM	22	104	<b>9</b>	135	10	<b>75</b>	<b>19</b>	<b>104</b>	<b>12</b>	103	<b>9</b>	124	7	39	8	54	417
Total Volume	99	488	20	607	46	264	57	367	39	497	27	563	25	154	26	205	1742
% App. Total	16.3	80.4	3.3		12.5	71.9	15.5		6.9	88.3	4.8		12.2	75.1	12.7		
PHF	.728	.782	.556	.829	.605	.880	.750	.882	.813	.894	.750	.932	.694	.726	.813	.869	.945

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

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	20	125	4	149	12	62	7	81	11	136	3	150	9	26	8	43
+15 mins.	23	<b>156</b>	4	<b>183</b>	<b>19</b>	57	15	91	11	119	8	138	5	36	8	49
+30 mins.	<b>34</b>	103	3	140	5	70	16	91	5	<b>139</b>	7	<b>151</b>	4	<b>53</b>	2	<b>59</b>
+45 mins.	22	104	<b>9</b>	135	10	<b>75</b>	<b>19</b>	<b>104</b>	<b>12</b>	103	<b>9</b>	124	7	39	8	54
Total Volume	99	488	20	607	46	264	57	367	39	497	27	563	25	154	26	205
% App. Total	16.3	80.4	3.3		12.5	71.9	15.5		6.9	88.3	4.8		12.2	75.1	12.7	
PHF	.728	.782	.556	.829	.605	.880	.750	.882	.813	.894	.750	.932	.694	.726	.813	.869

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

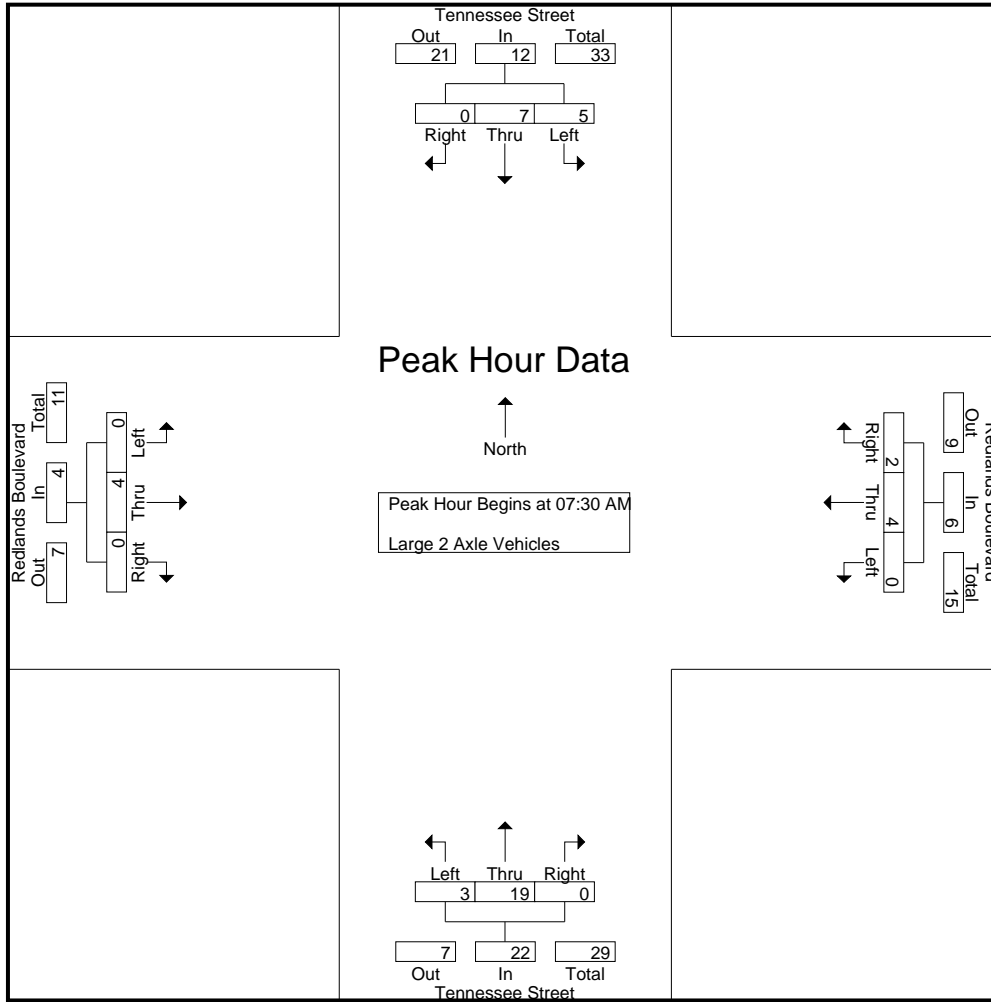
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	2	2	0	2	0	2	0	0	0	0	0	4
07:30 AM	1	0	0	1	0	0	0	0	1	4	0	5	0	0	0	0	0	6
07:45 AM	1	4	0	5	0	2	1	3	1	7	0	8	0	1	0	1	1	17
<b>Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>30</b>
08:00 AM	2	2	0	4	0	1	0	1	1	4	0	5	0	0	0	0	0	10
08:15 AM	1	1	0	2	0	1	1	2	0	4	0	4	0	3	0	3	3	11
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	1	2	0	3	3	5
08:45 AM	2	1	0	3	0	1	1	2	1	1	1	3	1	0	0	1	1	9
<b>Total</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>35</b>
<b>Grand Total</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>4</b>	<b>22</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>65</b>
Apprch %	47.4	52.6	0		0	45.5	54.5		14.8	81.5	3.7		25	75	0			
Total %	13.8	15.4	0	29.2	0	7.7	9.2	16.9	6.2	33.8	1.5	41.5	3.1	9.2	0	12.3		

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:30 AM	1	0	0	1	0	0	0	0	1	4	0	5	0	0	0	0	0	6
07:45 AM	1	4	0	5	0	2	1	3	1	7	0	8	0	1	0	1	1	17
08:00 AM	2	2	0	4	0	1	0	1	1	4	0	5	0	0	0	0	0	10
08:15 AM	1	1	0	2	0	1	1	2	0	4	0	4	0	3	0	3	3	11
Total Volume	5	7	0	12	0	4	2	6	3	19	0	22	0	4	0	4	4	44
% App. Total	41.7	58.3	0		0	66.7	33.3		13.6	86.4	0		0	100	0			
PHF	.625	.438	.000	.600	.000	.500	.500	.500	.750	.679	.000	.688	.000	.333	.000	.333	.333	.647

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	0	0	0	1	4	0	5	0	0	0	0
+15 mins.	1	4	0	5	0	2	1	3	1	7	0	8	0	1	0	1
+30 mins.	2	2	0	4	0	1	0	1	1	4	0	5	0	0	0	0
+45 mins.	1	1	0	2	0	1	1	2	0	4	0	4	0	3	0	3
Total Volume	5	7	0	12	0	4	2	6	3	19	0	22	0	4	0	4
% App. Total	41.7	58.3	0		0	66.7	33.3		13.6	86.4	0		0	100	0	
PHF	.625	.438	.000	.600	.000	.500	.500	.500	.750	.679	.000	.688	.000	.333	.000	.333



City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

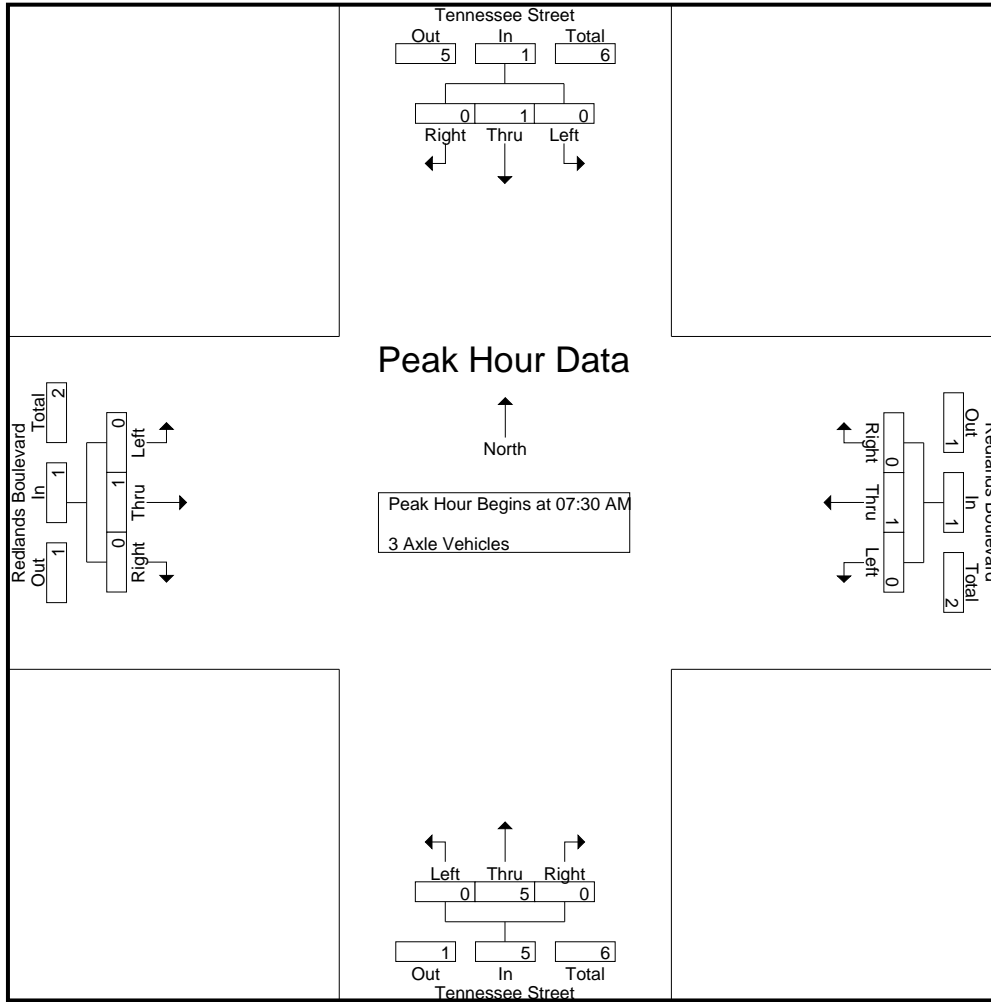
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	1	2	0	3	0	1	0	1	6
Grand Total	0	2	0	2	0	1	0	1	1	5	0	6	0	1	0	1	10
Apprch %	0	100	0		0	100	0		16.7	83.3	0		0	100	0		
Total %	0	20	0	20	0	10	0	10	10	50	0	60	0	10	0	10	

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	0	1	0	1	0	5	0	5	0	1	0	1	8
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.625	.000	.625	.000	.250	.000	.250	.667

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	1	0	1	0	5	0	5	0	1	0	1
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.625	.000	.625	.000	.250	.000	.250

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

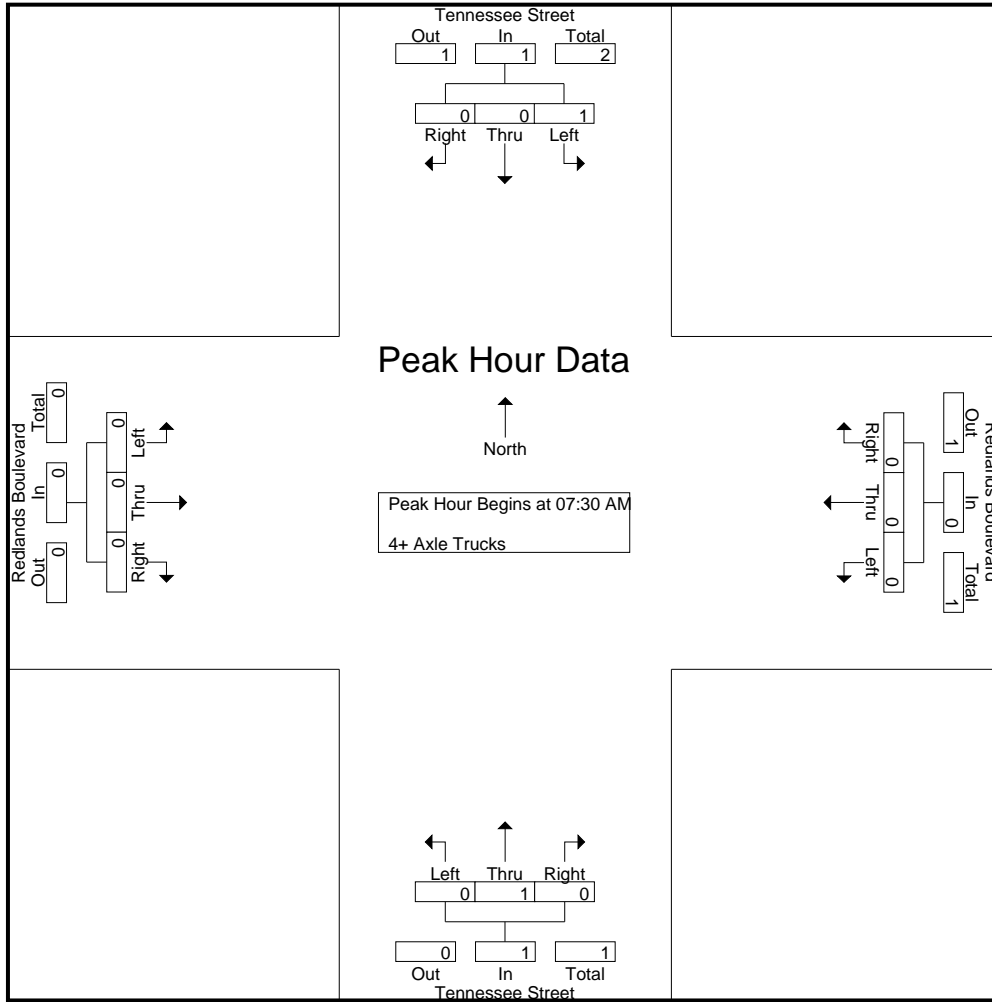
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Grand Total	2	0	0	2	0	2	0	2	0	2	0	2	0	0	0	0	6
Apprch %	100	0	0		0	100	0		0	100	0		0	0	0		
Total %	33.3	0	0	33.3	0	33.3	0	33.3	0	33.3	0	33.3	0	0	0	0	

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red AM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

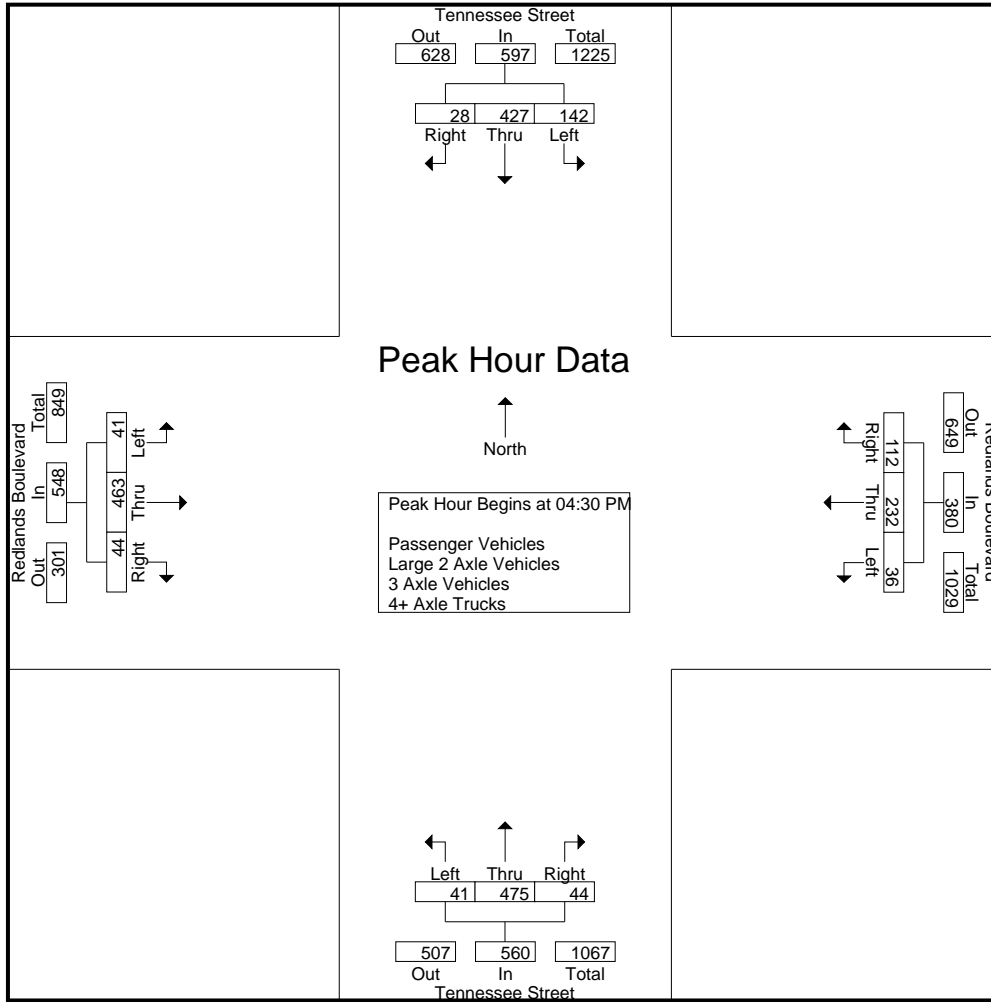
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	104	9	140	14	65	30	109	9	125	11	145	11	93	11	115	509
04:15 PM	24	91	2	117	12	54	27	93	11	118	14	143	6	91	14	111	464
04:30 PM	33	92	4	129	10	51	24	85	12	122	13	147	9	111	7	127	488
04:45 PM	34	115	11	160	8	65	24	97	6	92	11	109	8	102	14	124	490
<b>Total</b>	<b>118</b>	<b>402</b>	<b>26</b>	<b>546</b>	<b>44</b>	<b>235</b>	<b>105</b>	<b>384</b>	<b>38</b>	<b>457</b>	<b>49</b>	<b>544</b>	<b>34</b>	<b>397</b>	<b>46</b>	<b>477</b>	<b>1951</b>
05:00 PM	32	95	4	131	5	66	34	105	12	153	11	176	10	126	16	152	564
05:15 PM	43	125	9	177	13	50	30	93	11	108	9	128	14	124	7	145	543
05:30 PM	37	97	10	144	12	42	26	80	15	103	9	127	11	104	9	124	475
05:45 PM	39	101	10	150	6	65	33	104	10	102	7	119	10	108	6	124	497
<b>Total</b>	<b>151</b>	<b>418</b>	<b>33</b>	<b>602</b>	<b>36</b>	<b>223</b>	<b>123</b>	<b>382</b>	<b>48</b>	<b>466</b>	<b>36</b>	<b>550</b>	<b>45</b>	<b>462</b>	<b>38</b>	<b>545</b>	<b>2079</b>
<b>Grand Total</b>	<b>269</b>	<b>820</b>	<b>59</b>	<b>1148</b>	<b>80</b>	<b>458</b>	<b>228</b>	<b>766</b>	<b>86</b>	<b>923</b>	<b>85</b>	<b>1094</b>	<b>79</b>	<b>859</b>	<b>84</b>	<b>1022</b>	<b>4030</b>
Apprch %	23.4	71.4	5.1		10.4	59.8	29.8		7.9	84.4	7.8		7.7	84.1	8.2		
Total %	6.7	20.3	1.5	28.5	2	11.4	5.7	19	2.1	22.9	2.1	27.1	2	21.3	2.1	25.4	
Passenger Vehicles	268	809	56	1133	80	454	226	760	86	910	84	1080	78	851	83	1012	3985
% Passenger Vehicles	99.6	98.7	94.9	98.7	100	99.1	99.1	99.2	100	98.6	98.8	98.7	98.7	99.1	98.8	99	98.9
Large 2 Axle Vehicles	1	6	2	9	0	4	1	5	0	8	1	9	0	7	1	8	31
% Large 2 Axle Vehicles	0.4	0.7	3.4	0.8	0	0.9	0.4	0.7	0	0.9	1.2	0.8	0	0.8	1.2	0.8	0.8
3 Axle Vehicles	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
% 3 Axle Vehicles	0	0.5	0	0.3	0	0	0.4	0.1	0	0.4	0	0.4	0	0	0	0	0.2
4+ Axle Trucks	0	1	1	2	0	0	0	0	0	1	0	1	1	1	0	2	5
% 4+ Axle Trucks	0	0.1	1.7	0.2	0	0	0	0	0	0.1	0	0.1	1.3	0.1	0	0.2	0.1

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	33	92	4	129	10	51	24	85	12	122	13	147	9	111	7	127	488
04:45 PM	34	115	11	160	8	65	24	97	6	92	11	109	8	102	14	124	490
05:00 PM	32	95	4	131	5	66	34	105	12	153	11	176	10	126	16	152	564
05:15 PM	43	125	9	177	13	50	30	93	11	108	9	128	14	124	7	145	543
Total Volume	142	427	28	597	36	232	112	380	41	475	44	560	41	463	44	548	2085
% App. Total	23.8	71.5	4.7		9.5	61.1	29.5		7.3	84.8	7.9		7.5	84.5	8		
PHF	.826	.854	.636	.843	.692	.879	.824	.905	.854	.776	.846	.795	.732	.919	.688	.901	.924

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:45 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	34	115	11	160	14	65	30	109	11	118	14	143	9	111	7	127
+15 mins.	32	95	4	131	12	54	27	93	12	122	13	147	8	102	14	124
+30 mins.	43	125	9	177	10	51	24	85	6	92	11	109	10	126	16	152
+45 mins.	37	97	10	144	8	65	24	97	12	153	11	176	14	124	7	145
Total Volume	146	432	34	612	44	235	105	384	41	485	49	575	41	463	44	548
% App. Total	23.9	70.6	5.6		11.5	61.2	27.3		7.1	84.3	8.5		7.5	84.5	8	
PHF	.849	.864	.773	.864	.786	.904	.875	.881	.854	.792	.875	.817	.732	.919	.688	.901

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	102	9	138	14	65	30	109	9	124	11	144	11	90	11	112	503
04:15 PM	24	89	2	115	12	52	27	91	11	115	14	140	6	91	14	111	457
04:30 PM	33	92	4	129	10	51	24	85	12	119	12	143	9	111	7	127	484
04:45 PM	34	112	11	157	8	65	24	97	6	90	11	107	8	102	14	124	485
Total	118	395	26	539	44	233	105	382	38	448	48	534	34	394	46	474	1929
05:00 PM	31	91	4	126	5	65	34	104	12	152	11	175	10	124	15	149	554
05:15 PM	43	125	8	176	13	50	29	92	11	108	9	128	13	123	7	143	539
05:30 PM	37	97	8	142	12	41	26	79	15	103	9	127	11	104	9	124	472
05:45 PM	39	101	10	150	6	65	32	103	10	99	7	116	10	106	6	122	491
Total	150	414	30	594	36	221	121	378	48	462	36	546	44	457	37	538	2056
Grand Total	268	809	56	1133	80	454	226	760	86	910	84	1080	78	851	83	1012	3985
Apprch %	23.7	71.4	4.9		10.5	59.7	29.7		8	84.3	7.8		7.7	84.1	8.2		
Total %	6.7	20.3	1.4	28.4	2	11.4	5.7	19.1	2.2	22.8	2.1	27.1	2	21.4	2.1	25.4	

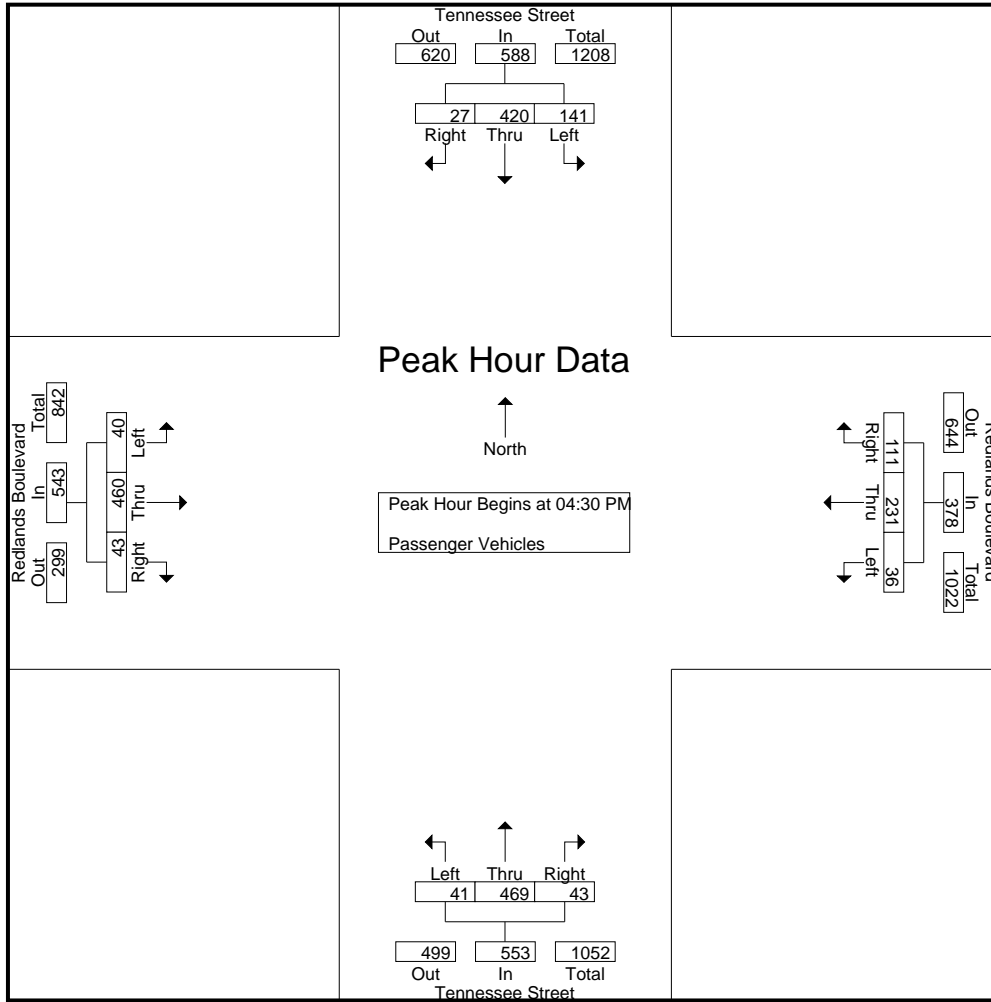
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	33	92	4	129	10	51	24	85	12	119	12	143	9	111	7	127	484
04:45 PM	34	112	11	157	8	65	24	97	6	90	11	107	8	102	14	124	485
05:00 PM	31	91	4	126	5	65	34	104	12	152	11	175	10	124	15	149	554
05:15 PM	43	125	8	176	13	50	29	92	11	108	9	128	13	123	7	143	539
Total Volume	141	420	27	588	36	231	111	378	41	469	43	553	40	460	43	543	2062
% App. Total	24	71.4	4.6		9.5	61.1	29.4		7.4	84.8	7.8		7.4	84.7	7.9		
PHF	.820	.840	.614	.835	.692	.888	.816	.909	.854	.771	.896	.790	.769	.927	.717	.911	.931

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	33	92	4	129	10	51	24	85	<b>12</b>	119	<b>12</b>	143	9	111	7	127
+15 mins.	34	112	<b>11</b>	157	8	<b>65</b>	24	97	6	90	11	107	8	102	14	124
+30 mins.	31	91	4	126	5	65	<b>34</b>	<b>104</b>	12	<b>152</b>	11	<b>175</b>	10	<b>124</b>	<b>15</b>	<b>149</b>
+45 mins.	<b>43</b>	<b>125</b>	8	<b>176</b>	<b>13</b>	50	29	92	11	108	9	128	<b>13</b>	123	7	143
Total Volume	141	420	27	588	36	231	111	378	41	469	43	553	40	460	43	543
% App. Total	24	71.4	4.6		9.5	61.1	29.4		7.4	84.8	7.8		7.4	84.7	7.9	
PHF	.820	.840	.614	.835	.692	.888	.816	.909	.854	.771	.896	.790	.769	.927	.717	.911



City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

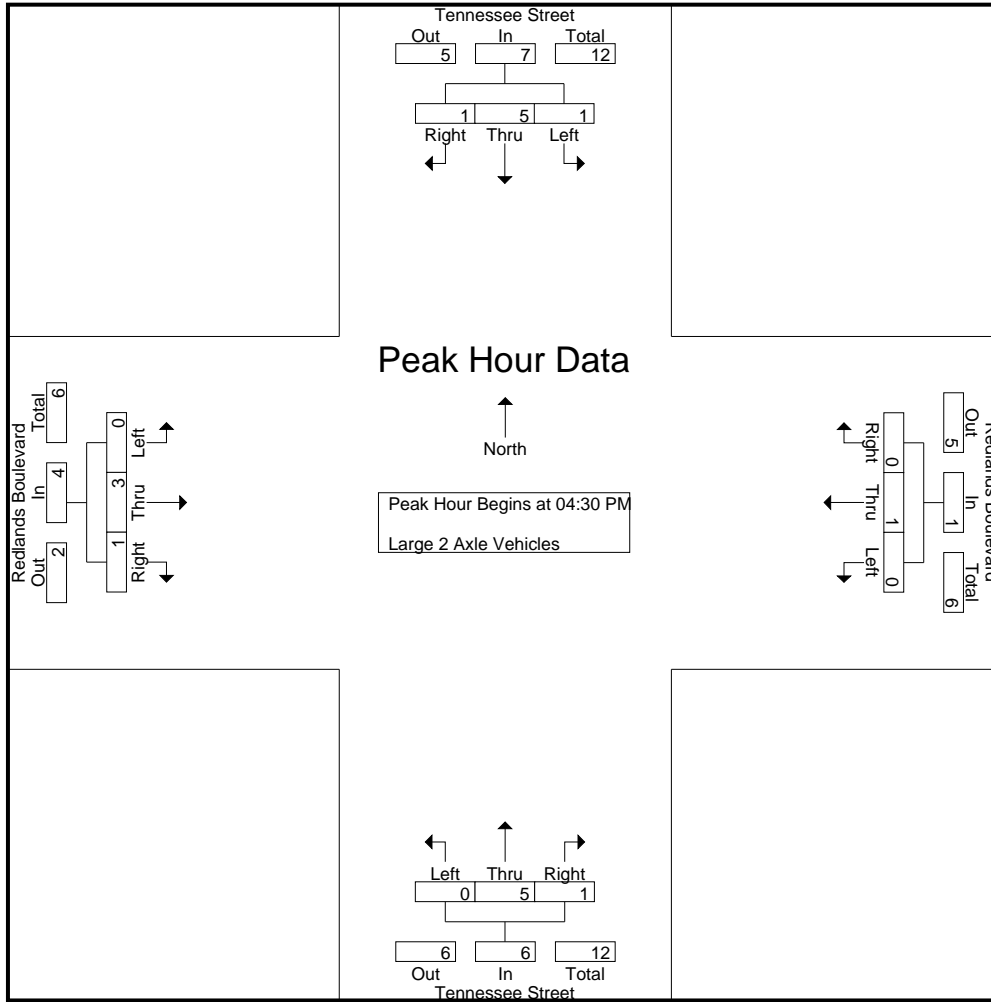
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>14</b>
05:00 PM	1	3	0	4	0	1	0	1	0	1	0	1	0	2	1	3	9
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	1	0	1	4
<b>Total</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>17</b>
<b>Grand Total</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>31</b>
Apprch %	11.1	66.7	22.2		0	80	20		0	88.9	11.1		0	87.5	12.5		
Total %	3.2	19.4	6.5	29	0	12.9	3.2	16.1	0	25.8	3.2	29	0	22.6	3.2	25.8	

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	1	3	0	4	0	1	0	1	0	1	0	1	0	2	1	3	9
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total Volume</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>18</b>
% App. Total	14.3	71.4	14.3		0	100	0		0	83.3	16.7		0	75	25		
PHF	.250	.417	.250	.438	.000	.250	.000	.250	.000	.625	.250	.500	.000	.375	.250	.333	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	<b>2</b>	<b>1</b>	<b>3</b>	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	<b>1</b>	<b>3</b>	0	<b>4</b>	0	<b>1</b>	0	<b>1</b>	0	1	0	1	0	<b>2</b>	<b>1</b>	<b>3</b>
+45 mins.	0	0	<b>1</b>	<b>1</b>	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	5	1	7	0	1	0	1	0	5	1	6	0	3	1	4
% App. Total	14.3	71.4	14.3		0	100	0		0	83.3	16.7		0	75	25	
PHF	.250	.417	.250	.438	.000	.250	.000	.250	.000	.625	.250	.500	.000	.375	.250	.333

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	0	3	0	3	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	2
Grand Total	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	0	9
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0			
Total %	0	44.4	0	44.4	0	0	11.1	11.1	0	44.4	0	44.4	0	0	0	0		

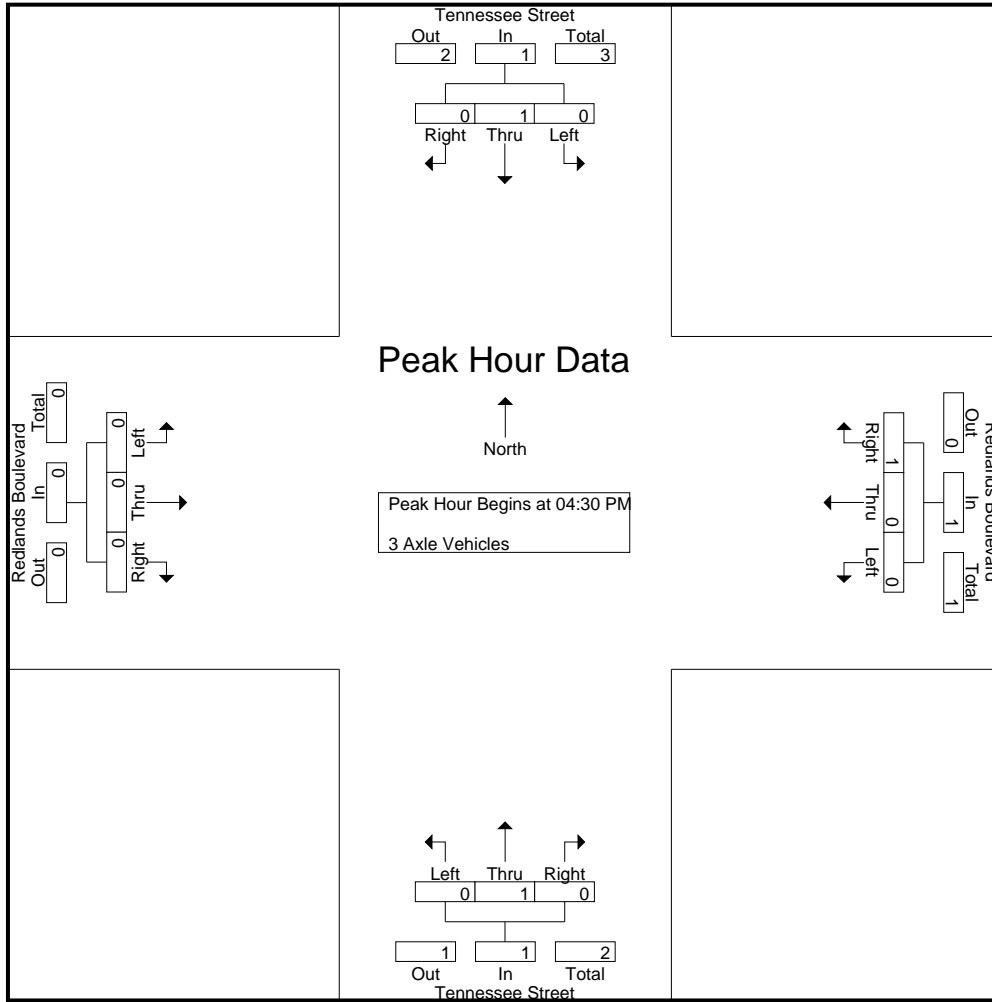
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	3
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750

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

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 2



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

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
 Page No : 1

Groups Printed- 4+ Axle Trucks

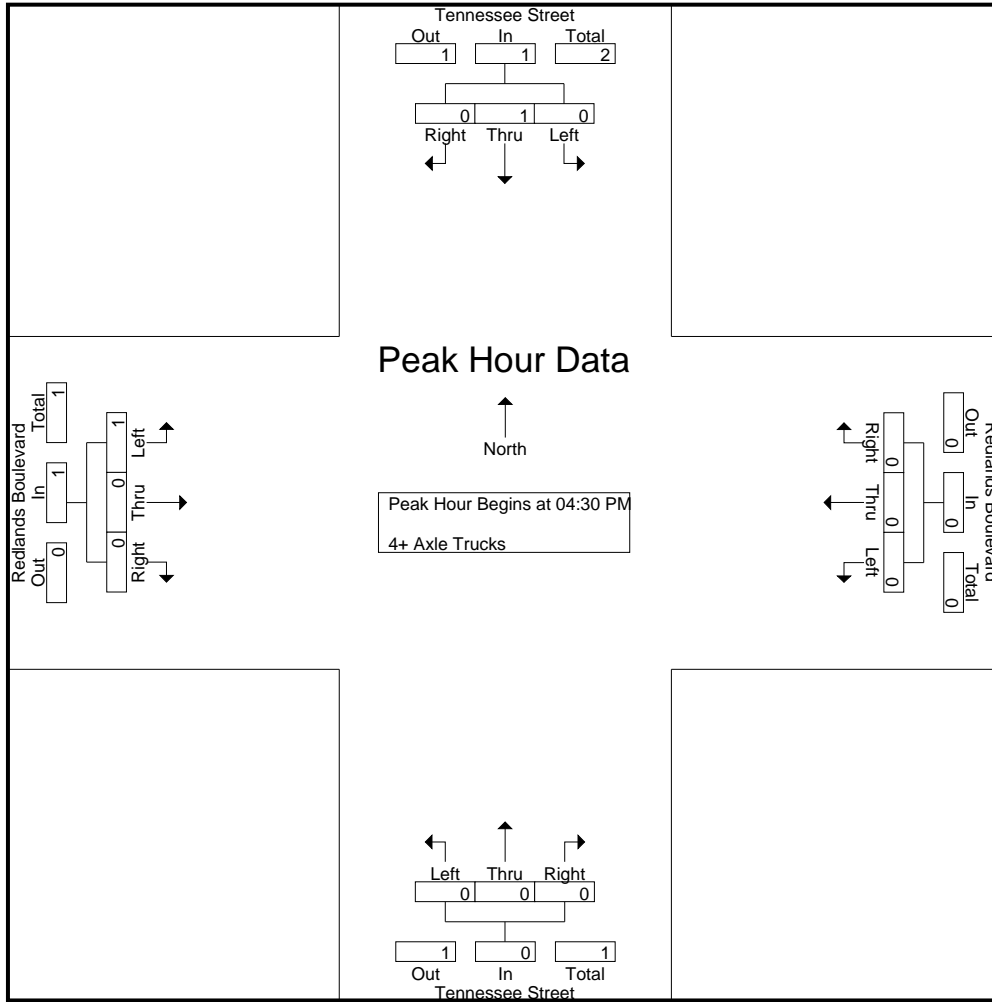
Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	2	0	0	0	0	0	0	0	0	1	1	0	2	4
Grand Total	0	1	1	2	0	0	0	0	0	1	0	1	1	1	0	2	5
Apprch %	0	50	50		0	0	0		0	100	0		50	50	0		
Total %	0	20	20	40	0	0	0	0	0	20	0	20	20	20	0	40	

Start Time	Tennessee Street Southbound				Redlands Boulevard Westbound				Tennessee Street Northbound				Redlands Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	100	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

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

City of Redlands  
 N/S: Tennessee Street  
 E/W: Redlands Boulevard  
 Weather: Clear

File Name : 12\_RED\_Ten\_Red PM  
 Site Code : 00322438  
 Start Date : 5/11/2022  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

# APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
<b>1 . SR-210 EB Ramps/San Bernardino Ave</b>												
NBL	10	0	0	1	3	13	44	0	0	0	0	44
NBT	4	0	0	0	0	4	58	0	0	0	0	58
NBR	38	0	0	0	0	38	300	1	0	0	2	302
SBL	202	1	0	0	2	204	127	5	0	5	23	150
SBT	196	2	0	2	9	205	253	4	0	2	12	265
SBR	128	1	1	5	19	147	112	1	1	3	13	125
EBL	39	0	1	1	5	44	101	0	0	2	6	107
EBT	421	9	4	1	25	446	612	4	1	1	11	623
EBR	45	1	1	2	10	55	96	1	0	0	2	98
WBL	47	0	0	0	0	47	131	0	0	0	0	131
WBT	338	5	3	9	41	379	270	5	1	1	13	283
WBR	234	2	0	12	39	273	95	1	0	9	29	124
North Leg												
Approach	526	4	1	7	30	556	492	10	1	10	48	540
Departure	277	2	1	13	44	321	254	1	0	11	35	289
Total	803	6	2	20	74	877	746	11	1	21	83	829
South Leg												
Approach	52	0	0	1	3	55	402	1	0	0	2	404
Departure	288	3	1	4	19	307	480	5	0	2	14	494
Total	340	3	1	5	22	362	882	6	0	2	16	898
East Leg												
Approach	619	7	3	21	80	699	496	6	1	10	42	538
Departure	661	10	4	1	27	688	1,039	10	1	6	36	1,075
Total	1,280	17	7	22	107	1,387	1,535	16	2	16	78	1,613
West Leg												
Approach	505	10	6	4	40	545	809	5	1	3	19	828
Departure	476	6	4	15	63	539	426	6	2	4	26	452
Total	981	16	10	19	103	1,084	1,235	11	3	7	45	1,280
Total Approaches												
Approach	1,702	21	10	33	153	1,855	2,199	22	3	23	111	2,310
Departure	1,702	21	10	33	153	1,855	2,199	22	3	23	111	2,310
Total	3,404	42	20	66	306	3,710	4,398	44	6	46	222	4,620



**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
<b>2 . SR-210 WB Ramps-Tennessee St/San Bernardino Ave</b>												
NBL	43	1	0	0	2	45	70	1	0	0	2	72
NBT	304	5	1	1	13	317	395	1	1	3	13	408
NBR	48	1	1	1	7	55	58	0	0	0	0	58
SBL	111	3	3	11	44	155	169	1	1	4	16	185
SBT	20	0	0	0	0	20	10	0	0	1	3	13
SBR	58	1	2	5	21	79	99	0	0	1	3	102
EBL	100	3	2	0	9	109	432	0	1	1	5	437
EBT	446	6	2	1	16	462	508	4	0	2	12	520
EBR	116	1	0	0	2	118	171	2	2	1	10	181
WBL	27	0	0	0	0	27	29	1	0	0	2	31
WBT	521	6	2	16	61	582	316	5	1	7	31	347
WBR	277	6	0	3	18	295	169	1	2	0	6	175
North Leg												
Approach	189	4	5	16	65	254	278	1	1	6	22	300
Departure	681	14	3	4	40	721	996	2	4	4	24	1,020
Total	870	18	8	20	105	975	1,274	3	5	10	46	1,320
South Leg												
Approach	395	7	2	2	22	417	523	2	1	3	15	538
Departure	163	1	0	0	2	165	210	3	2	2	15	225
Total	558	8	2	2	24	582	733	5	3	5	30	763
East Leg												
Approach	825	12	2	19	79	904	514	7	3	7	39	553
Departure	605	10	6	13	67	672	735	5	1	6	28	763
Total	1,430	22	8	32	146	1,576	1,249	12	4	13	67	1,316
West Leg												
Approach	662	10	4	1	27	689	1,111	6	3	4	27	1,138
Departure	622	8	4	21	84	706	485	6	1	8	36	521
Total	1,284	18	8	22	111	1,395	1,596	12	4	12	63	1,659
Total Approaches												
Approach	2,071	33	13	38	193	2,264	2,426	16	8	20	103	2,529
Departure	2,071	33	13	38	193	2,264	2,426	16	8	20	103	2,529
Total	4,142	66	26	76	386	4,528	4,852	32	16	40	206	5,058

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
<b>5 . Tennessee St/Lugonia Ave</b>												
NBL	138	2	1	1	8	146	294	0	0	0	0	294
NBT	244	8	1	3	23	267	359	2	1	0	5	364
NBR	91	1	0	2	8	99	265	2	0	3	12	277
SBL	77	1	0	0	2	79	74	2	0	0	3	77
SBT	73	1	0	0	2	75	104	5	0	4	20	124
SBR	8	0	0	0	0	8	7	0	0	0	0	7
EBL	33	1	0	0	2	35	67	0	0	0	0	67
EBT	228	6	1	2	17	245	746	5	0	0	8	754
EBR	144	3	0	0	5	149	453	3	0	0	5	458
WBL	114	3	1	4	19	133	99	1	0	0	2	101
WBT	424	3	1	1	10	434	435	3	0	0	5	440
WBR	103	0	0	0	0	103	123	1	1	1	7	130
North Leg												
Approach	158	2	0	0	4	162	185	7	0	4	23	208
Departure	380	9	1	3	25	405	549	3	2	1	12	561
Total	538	11	1	3	29	567	734	10	2	5	35	769
South Leg												
Approach	473	11	2	6	39	512	918	4	1	3	17	935
Departure	331	7	1	4	26	357	656	9	0	4	27	683
Total	804	18	3	10	65	869	1,574	13	1	7	44	1,618
East Leg												
Approach	641	6	2	5	29	670	657	5	1	1	14	671
Departure	396	8	1	4	27	423	1,085	9	0	3	23	1,108
Total	1,037	14	3	9	56	1,093	1,742	14	1	4	37	1,779
West Leg												
Approach	405	10	1	2	24	429	1,266	8	0	0	13	1,279
Departure	570	5	2	2	18	588	736	3	0	0	5	741
Total	975	15	3	4	42	1,017	2,002	11	0	0	18	2,020
Total Approaches												
Approach	1,677	29	5	13	96	1,773	3,026	24	2	8	67	3,093
Departure	1,677	29	5	13	96	1,773	3,026	24	2	8	67	3,093
Total	3,354	58	10	26	192	3,546	6,052	48	4	16	134	6,186

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
<b>6 . Tennessee St/I-10 WB Ramps</b>												
NBL	209	5	1	0	10	219	187	2	0	1	6	193
NBT	402	27	3	6	65	467	770	5	1	3	19	789
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	297	7	1	2	19	316	588	7	0	3	20	608
SBR	82	5	0	3	17	99	95	2	0	0	3	98
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	205	3	0	0	5	210	144	1	0	0	2	146
WBT	2	1	0	0	2	4	8	0	0	0	0	8
WBR	135	2	0	1	6	141	237	1	0	0	2	239
North Leg												
Approach	379	12	1	5	36	415	683	9	0	3	23	706
Departure	537	29	3	7	71	608	1,007	6	1	3	21	1,028
Total	916	41	4	12	107	1,023	1,690	15	1	6	44	1,734
South Leg												
Approach	611	32	4	6	75	686	957	7	1	4	25	982
Departure	502	10	1	2	24	526	732	8	0	3	22	754
Total	1,113	42	5	8	99	1,212	1,689	15	1	7	47	1,736
East Leg												
Approach	342	6	0	1	13	355	389	2	0	0	4	393
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	342	6	0	1	13	355	389	2	0	0	4	393
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	293	11	1	3	29	322	290	4	0	1	9	299
Total	293	11	1	3	29	322	290	4	0	1	9	299
Total Approaches												
Approach	1,332	50	5	12	124	1,456	2,029	18	1	7	52	2,081
Departure	1,332	50	5	12	124	1,456	2,029	18	1	7	52	2,081
Total	2,664	100	10	24	248	2,912	4,058	36	2	14	104	4,162

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
<b>7 . Tennessee St/I-10 EB Ramps</b>												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	474	21	4	2	46	520	627	3	1	1	10	637
NBR	164	11	0	0	17	181	146	3	0	1	8	154
SBL	81	4	0	2	12	93	219	1	0	0	2	221
SBT	412	9	2	1	21	433	501	7	1	1	16	517
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	132	10	0	4	27	159	326	5	0	5	23	349
EBT	135	7	0	1	14	149	358	1	0	1	5	363
EBR	348	8	2	0	16	364	329	6	1	2	17	346
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	493	13	2	3	33	526	720	8	1	1	18	738
Departure	606	31	4	6	73	679	953	8	1	6	33	986
Total	1,099	44	6	9	106	1,205	1,673	16	2	7	51	1,724
South Leg												
Approach	638	32	4	2	63	701	773	6	1	2	18	791
Departure	760	17	4	1	37	797	830	13	2	3	33	863
Total	1,398	49	8	3	100	1,498	1,603	19	3	5	51	1,654
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	380	22	0	3	43	423	723	5	0	2	15	738
Total	380	22	0	3	43	423	723	5	0	2	15	738
West Leg												
Approach	615	25	2	5	57	672	1,013	12	1	8	45	1,058
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	615	25	2	5	57	672	1,013	12	1	8	45	1,058
Total Approaches												
Approach	1,746	70	8	10	153	1,899	2,506	26	3	11	81	2,587
Departure	1,746	70	8	10	153	1,899	2,506	26	3	11	81	2,587
Total	3,492	140	16	20	306	3,798	5,012	52	6	22	162	5,174

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
<b>8 . Tennessee St/Colton Ave</b>												
NBL	32	1	0	0	2	34	64	0	0	0	0	64
NBT	495	28	3	1	51	546	464	5	2	1	15	479
NBR	47	0	1	0	2	49	97	0	0	0	0	97
SBL	136	6	0	0	9	145	203	2	0	2	9	212
SBT	464	11	1	1	22	486	472	8	2	1	19	491
SBR	139	1	0	0	2	141	143	0	0	0	0	143
EBL	56	2	0	0	3	59	147	0	0	0	0	147
EBT	110	2	0	0	3	113	460	1	0	0	2	462
EBR	24	0	0	0	0	24	64	0	0	0	0	64
WBL	49	1	0	0	2	51	52	2	0	0	3	55
WBT	198	3	1	1	10	208	248	0	0	0	0	248
WBR	82	3	1	0	7	89	148	0	0	0	0	148
North Leg												
Approach	739	18	1	1	33	772	818	10	2	3	28	846
Departure	633	33	4	1	61	694	759	5	2	1	15	774
Total	1,372	51	5	2	94	1,466	1,577	15	4	4	43	1,620
South Leg												
Approach	574	29	4	1	55	629	625	5	2	1	15	640
Departure	537	12	1	1	24	561	588	10	2	1	22	610
Total	1,111	41	5	2	79	1,190	1,213	15	4	2	37	1,250
East Leg												
Approach	329	7	2	1	19	348	448	2	0	0	3	451
Departure	293	8	1	0	14	307	760	3	0	2	11	771
Total	622	15	3	1	33	655	1,208	5	0	2	14	1,222
West Leg												
Approach	190	4	0	0	6	196	671	1	0	0	2	673
Departure	369	5	1	1	14	383	455	0	0	0	0	455
Total	559	9	1	1	20	579	1,126	1	0	0	2	1,128
Total Approaches												
Approach	1,832	58	7	3	113	1,945	2,562	18	4	4	48	2,610
Departure	1,832	58	7	3	113	1,945	2,562	18	4	4	48	2,610
Total	3,664	116	14	6	226	3,890	5,124	36	8	8	96	5,220

**Table B-1: Existing Peak Hour Volumes  
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
<b>9 . Tennessee St/Redlands Ave</b>												
NBL	39	3	0	0	5	44	41	0	0	0	0	41
NBT	497	19	5	1	42	539	469	5	1	0	10	479
NBR	27	0	0	0	0	27	43	1	0	0	2	45
SBL	99	5	0	1	11	110	141	1	0	0	2	143
SBT	488	7	1	0	13	501	420	5	1	1	13	433
SBR	20	0	0	0	0	20	27	1	0	0	2	29
EBL	25	0	0	0	0	25	40	0	0	1	3	43
EBT	154	4	1	0	8	162	460	3	0	0	5	465
EBR	26	0	0	0	0	26	43	1	0	0	2	45
WBL	46	0	0	0	0	46	36	0	0	0	0	36
WBT	264	4	1	0	8	272	231	1	0	0	2	233
WBR	57	2	0	0	3	60	111	0	1	0	2	113
North Leg												
Approach	607	12	1	1	24	631	588	7	1	1	17	605
Departure	579	21	5	1	45	624	620	5	2	1	15	635
Total	1,186	33	6	2	69	1,255	1,208	12	3	2	32	1,240
South Leg												
Approach	563	22	5	1	47	610	553	6	1	0	12	565
Departure	560	7	1	0	13	573	499	6	1	1	15	514
Total	1,123	29	6	1	60	1,183	1,052	12	2	1	27	1,079
East Leg												
Approach	367	6	1	0	11	378	378	1	1	0	4	382
Departure	280	9	1	1	19	299	644	5	0	0	9	653
Total	647	15	2	1	30	677	1,022	6	1	0	13	1,035
West Leg												
Approach	205	4	1	0	8	213	543	4	0	1	10	553
Departure	323	7	1	0	13	336	299	2	0	0	4	303
Total	528	11	2	0	21	549	842	6	0	1	14	856
Total Approaches												
Approach	1,742	44	8	2	90	1,832	2,062	18	3	2	43	2,105
Departure	1,742	44	8	2	90	1,832	2,062	18	3	2	43	2,105
Total	3,484	88	16	4	180	3,664	4,124	36	6	4	86	4,210

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>1 . SR-210 EB Ramps/San Bernardino Ave</b>								
NBL	10	1	11	9.09%	44	0	44	0.00%
NBT	4	0	4	0.00%	58	0	58	0.00%
NBR	38	0	38	0.00%	300	1	301	0.33%
SBL	202	1	203	0.49%	127	10	137	7.30%
SBT	196	4	200	2.00%	253	6	259	2.32%
SBR	128	7	135	5.19%	112	5	117	4.27%
EBL	39	2	41	4.88%	101	2	103	1.94%
EBT	421	14	435	3.22%	612	6	618	0.97%
EBR	45	4	49	8.16%	96	1	97	1.03%
WBL	47	0	47	0.00%	131	0	131	0.00%
WBT	338	17	355	4.79%	270	7	277	2.53%
WBR	234	14	248	5.65%	95	10	105	9.52%
North Leg								
Approach	526	12	538	2.2%	492	21	513	4.1%
Departure	277	16	293	5.5%	254	12	266	4.5%
Total	803	28	831	3.4%	746	33	779	4.2%
South Leg								
Approach	52	1	53	1.9%	402	1	403	0.2%
Departure	288	8	296	2.7%	480	7	487	1.4%
Total	340	9	349	2.6%	882	8	890	0.9%
East Leg								
Approach	619	31	650	4.8%	496	17	513	3.3%
Departure	661	15	676	2.2%	1,039	17	1,056	1.6%
Total	1,280	46	1,326	3.5%	1,535	34	1,569	2.2%
West Leg								
Approach	505	20	525	3.8%	809	9	818	1.1%
Departure	476	25	501	5.0%	426	12	438	2.7%
Total	981	45	1,026	4.4%	1,235	21	1,256	1.7%
Total Approaches								
Approach	1,702	64	1,766		2,199	48	2,247	
Departure	1,702	64	1,766		2,199	48	2,247	
Total	3,404	128	3,532	3.6%	4,398	96	4,494	2.1%

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>2 . SR-210 WB Ramps-Tennessee St/San Bernardino Ave</b>								
NBL	43	1	44	2.27%	70	1	71	1.41%
NBT	304	7	311	2.25%	395	5	400	1.25%
NBR	48	3	51	5.88%	58	0	58	0.00%
SBL	111	17	128	13.28%	169	6	175	3.43%
SBT	20	0	20	0.00%	10	1	11	9.09%
SBR	58	8	66	12.12%	99	1	100	1.00%
EBL	100	5	105	4.76%	432	2	434	0.46%
EBT	446	9	455	1.98%	508	6	514	1.17%
EBR	116	1	117	0.85%	171	5	176	2.84%
WBL	27	0	27	0.00%	29	1	30	3.33%
WBT	521	24	545	4.40%	316	13	329	3.95%
WBR	277	9	286	3.15%	169	3	172	1.74%
North Leg								
Approach	189	25	214	11.7%	278	8	286	2.8%
Departure	681	21	702	3.0%	996	10	1,006	1.0%
Total	870	46	916	5.0%	1,274	18	1,292	1.4%
South Leg								
Approach	395	11	406	2.7%	523	6	529	1.1%
Departure	163	1	164	0.6%	210	7	217	3.2%
Total	558	12	570	2.1%	733	13	746	1.7%
East Leg								
Approach	825	33	858	3.8%	514	17	531	3.2%
Departure	605	29	634	4.6%	735	12	747	1.6%
Total	1,430	62	1,492	4.2%	1,249	29	1,278	2.3%
West Leg								
Approach	662	15	677	2.2%	1,111	13	1,124	1.2%
Departure	622	33	655	5.0%	485	15	500	3.0%
Total	1,284	48	1,332	3.6%	1,596	28	1,624	1.7%
Total Approaches								
Approach	2,071	84	2,155		2,426	44	2,470	
Departure	2,071	84	2,155		2,426	44	2,470	
Total	4,142	168	4,310	3.9%	4,852	88	4,940	1.8%



**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>5 . Tennessee St/Lugonia Ave</b>								
NBL	138	4	142	2.82%	294	0	294	0.00%
NBT	244	12	256	4.69%	359	3	362	0.83%
NBR	91	3	94	3.19%	265	5	270	1.85%
SBL	77	1	78	1.28%	74	2	76	2.63%
SBT	73	1	74	1.35%	104	9	113	7.96%
SBR	8	0	8	0.00%	7	0	7	0.00%
EBL	33	1	34	2.94%	67	0	67	0.00%
EBT	228	9	237	3.80%	746	5	751	0.67%
EBR	144	3	147	2.04%	453	3	456	0.66%
WBL	114	8	122	6.56%	99	1	100	1.00%
WBT	424	5	429	1.17%	435	3	438	0.68%
WBR	103	0	103	0.00%	123	3	126	2.38%
North Leg								
Approach	158	2	160	1.3%	185	11	196	5.6%
Departure	380	13	393	3.3%	549	6	555	1.1%
Total	538	15	553	2.7%	734	17	751	2.3%
South Leg								
Approach	473	19	492	3.9%	918	8	926	0.9%
Departure	331	12	343	3.5%	656	13	669	1.9%
Total	804	31	835	3.7%	1,574	21	1,595	1.3%
East Leg								
Approach	641	13	654	2.0%	657	7	664	1.1%
Departure	396	13	409	3.2%	1,085	12	1,097	1.1%
Total	1,037	26	1,063	2.4%	1,742	19	1,761	1.1%
West Leg								
Approach	405	13	418	3.1%	1,266	8	1,274	0.6%
Departure	570	9	579	1.6%	736	3	739	0.4%
Total	975	22	997	2.2%	2,002	11	2,013	0.5%
Total Approaches								
Approach	1,677	47	1,724		3,026	34	3,060	
Departure	1,677	47	1,724		3,026	34	3,060	
Total	3,354	94	3,448	2.7%	6,052	68	6,120	1.1%

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>6 . Tennessee St/I-10 WB Ramps</b>								
NBL	209	6	215	2.79%	187	3	190	1.58%
NBT	402	36	438	8.22%	770	9	779	1.16%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	297	10	307	3.26%	588	10	598	1.67%
SBR	82	8	90	8.89%	95	2	97	2.06%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	205	3	208	1.44%	144	1	145	0.69%
WBT	2	1	3	33.33%	8	0	8	0.00%
WBR	135	3	138	2.17%	237	1	238	0.42%
North Leg								
Approach	379	18	397	4.5%	683	12	695	1.7%
Departure	537	39	576	6.8%	1,007	10	1,017	1.0%
Total	916	57	973	5.9%	1,690	22	1,712	1.3%
South Leg								
Approach	611	42	653	6.4%	957	12	969	1.2%
Departure	502	13	515	2.5%	732	11	743	1.5%
Total	1,113	55	1,168	4.7%	1,689	23	1,712	1.3%
East Leg								
Approach	342	7	349	2.0%	389	2	391	0.5%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	342	7	349	2.0%	389	2	391	0.5%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	293	15	308	4.9%	290	5	295	1.7%
Total	293	15	308	4.9%	290	5	295	1.7%
Total Approaches								
Approach	1,332	67	1,399		2,029	26	2,055	
Departure	1,332	67	1,399		2,029	26	2,055	
Total	2,664	134	2,798	4.8%	4,058	52	4,110	1.3%

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>7 . Tennessee St/I-10 EB Ramps</b>								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	474	27	501	5.39%	627	5	632	0.79%
NBR	164	11	175	6.29%	146	4	150	2.67%
SBL	81	6	87	6.90%	219	1	220	0.45%
SBT	412	12	424	2.83%	501	9	510	1.76%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	132	14	146	9.59%	326	10	336	2.98%
EBT	135	8	143	5.59%	358	2	360	0.56%
EBR	348	10	358	2.79%	329	9	338	2.66%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	493	18	511	3.5%	720	10	730	1.4%
Departure	606	41	647	6.3%	953	15	968	1.5%
Total	1,099	59	1,158	5.1%	1,673	25	1,698	1.5%
South Leg								
Approach	638	38	676	5.6%	773	9	782	1.2%
Departure	760	22	782	2.8%	830	18	848	2.1%
Total	1,398	60	1,458	4.1%	1,603	27	1,630	1.7%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	380	25	405	6.2%	723	7	730	1.0%
Total	380	25	405	6.2%	723	7	730	1.0%
West Leg								
Approach	615	32	647	4.9%	1,013	21	1,034	2.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	615	32	647	4.9%	1,013	21	1,034	2.0%
Total Approaches								
Approach	1,746	88	1,834		2,506	40	2,546	
Departure	1,746	88	1,834		2,506	40	2,546	
Total	3,492	176	3,668	4.8%	5,012	80	5,092	1.6%

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>8 . Tennessee St/Colton Ave</b>								
NBL	32	1	33	3.03%	64	0	64	0.00%
NBT	495	32	527	6.07%	464	8	472	1.69%
NBR	47	1	48	2.08%	97	0	97	0.00%
SBL	136	6	142	4.23%	203	4	207	1.93%
SBT	464	13	477	2.73%	472	11	483	2.28%
SBR	139	1	140	0.71%	143	0	143	0.00%
EBL	56	2	58	3.45%	147	0	147	0.00%
EBT	110	2	112	1.79%	460	1	461	0.22%
EBR	24	0	24	0.00%	64	0	64	0.00%
WBL	49	1	50	2.00%	52	2	54	3.70%
WBT	198	5	203	2.46%	248	0	248	0.00%
WBR	82	4	86	4.65%	148	0	148	0.00%
North Leg								
Approach	739	20	759	2.6%	818	15	833	1.8%
Departure	633	38	671	5.7%	759	8	767	1.0%
Total	1,372	58	1,430	4.1%	1,577	23	1,600	1.4%
South Leg								
Approach	574	34	608	5.6%	625	8	633	1.3%
Departure	537	14	551	2.5%	588	13	601	2.2%
Total	1,111	48	1,159	4.1%	1,213	21	1,234	1.7%
East Leg								
Approach	329	10	339	2.9%	448	2	450	0.4%
Departure	293	9	302	3.0%	760	5	765	0.7%
Total	622	19	641	3.0%	1,208	7	1,215	0.6%
West Leg								
Approach	190	4	194	2.1%	671	1	672	0.1%
Departure	369	7	376	1.9%	455	0	455	0.0%
Total	559	11	570	1.9%	1,126	1	1,127	0.1%
Total Approaches								
Approach	1,832	68	1,900		2,562	26	2,588	
Departure	1,832	68	1,900		2,562	26	2,588	
Total	3,664	136	3,800	3.6%	5,124	52	5,176	1.0%

**Table B-2: Existing Peak Hour Truck Percentages**

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
<b>9 . Tennessee St/Redlands Ave</b>								
NBL	39	3	42	7.14%	41	0	41	0.00%
NBT	497	25	522	4.79%	469	6	475	1.26%
NBR	27	0	27	0.00%	43	1	44	2.27%
SBL	99	6	105	5.71%	141	1	142	0.70%
SBT	488	8	496	1.61%	420	7	427	1.64%
SBR	20	0	20	0.00%	27	1	28	3.57%
EBL	25	0	25	0.00%	40	1	41	2.44%
EBT	154	5	159	3.14%	460	3	463	0.65%
EBR	26	0	26	0.00%	43	1	44	2.27%
WBL	46	0	46	0.00%	36	0	36	0.00%
WBT	264	5	269	1.86%	231	1	232	0.43%
WBR	57	2	59	3.39%	111	1	112	0.89%
North Leg								
Approach	607	14	621	2.3%	588	9	597	1.5%
Departure	579	27	606	4.5%	620	8	628	1.3%
Total	1,186	41	1,227	3.3%	1,208	17	1,225	1.4%
South Leg								
Approach	563	28	591	4.7%	553	7	560	1.3%
Departure	560	8	568	1.4%	499	8	507	1.6%
Total	1,123	36	1,159	3.1%	1,052	15	1,067	1.4%
East Leg								
Approach	367	7	374	1.9%	378	2	380	0.5%
Departure	280	11	291	3.8%	644	5	649	0.8%
Total	647	18	665	2.7%	1,022	7	1,029	0.7%
West Leg								
Approach	205	5	210	2.4%	543	5	548	0.9%
Departure	323	8	331	2.4%	299	2	301	0.7%
Total	528	13	541	2.4%	842	7	849	0.8%
Total Approaches								
Approach	1,742	54	1,796		2,062	23	2,085	
Departure	1,742	54	1,796		2,062	23	2,085	
Total	3,484	108	3,592	3.0%	4,124	46	4,170	1.1%

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>1 . SR-210 EB Ramps/San Bernardino Ave</b>						
NBL	13	0	13	44	0	44
NBT	4	0	4	58	0	58
NBR	38	0	38	320	0	320
SBL	204	8	212	159	22	181
SBT	205	0	205	265	0	265
SBR	147	0	147	125	0	125
EBL	44	0	44	107	0	107
EBT	447	8	455	660	20	680
EBR	55	0	55	98	0	98
WBL	47	0	47	127	0	127
WBT	383	15	398	274	15	289
WBR	276	0	276	120	0	120
North Leg						
Approach	556	8	564	549	22	571
Departure	324	0	324	285	0	285
Total	880	8	888	834	22	856
South Leg						
Approach	55	0	55	422	0	422
Departure	307	0	307	490	0	490
Total	362	0	362	912	0	912
East Leg						
Approach	706	15	721	521	15	536
Departure	689	16	705	1,139	42	1,181
Total	1,395	31	1,426	1,660	57	1,717
West Leg						
Approach	546	8	554	865	20	885
Departure	543	15	558	443	15	458
Total	1,089	23	1,112	1,308	35	1,343
Total Approaches						
Approach	1,863	31	1,894	2,357	57	2,414
Departure	1,863	31	1,894	2,357	57	2,414
Total	3,726	62	3,788	4,714	114	4,828

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>2 . SR-210 WB Ramps-Tennessee St/San Bernardino Ave</b>						
NBL	45	15	60	72	15	87
NBT	317	26	343	408	14	422
NBR	55	15	70	58	13	71
SBL	155	0	155	185	0	185
SBT	20	0	20	13	0	13
SBR	79	0	79	102	0	102
EBL	109	0	109	437	0	437
EBT	462	0	462	520	0	520
EBR	118	16	134	181	42	223
WBL	27	7	34	31	18	49
WBT	582	0	582	347	0	347
WBR	295	0	295	175	0	175
North Leg						
Approach	254	0	254	300	0	300
Departure	721	26	747	1,020	14	1,034
Total	975	26	1,001	1,320	14	1,334
South Leg						
Approach	417	56	473	538	42	580
Departure	165	23	188	225	60	285
Total	582	79	661	763	102	865
East Leg						
Approach	904	7	911	553	18	571
Departure	672	15	687	763	13	776
Total	1,576	22	1,598	1,316	31	1,347
West Leg						
Approach	689	16	705	1,138	42	1,180
Departure	706	15	721	521	15	536
Total	1,395	31	1,426	1,659	57	1,716
Total Approaches						
Approach	2,264	79	2,343	2,529	102	2,631
Departure	2,264	79	2,343	2,529	102	2,631
Total	4,528	158	4,686	5,058	204	5,262

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>3 . Tennessee St/Pennsylvania Ave</b>						
NBL	0	0	0	0	0	0
NBT	417	43	460	538	35	573
NBR	0	6	6	0	17	17
SBL	0	4	4	0	11	11
SBT	165	20	185	225	48	273
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	20	20	0	10	10
WBT	0	0	0	0	0	0
WBR	0	13	13	0	7	7
North Leg						
Approach	165	24	189	225	59	284
Departure	417	56	473	538	42	580
Total	582	80	662	763	101	864
South Leg						
Approach	417	49	466	538	52	590
Departure	165	40	205	225	58	283
Total	582	89	671	763	110	873
East Leg						
Approach	0	33	33	0	17	17
Departure	0	10	10	0	28	28
Total	0	43	43	0	45	45
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	582	106	688	763	128	891
Departure	582	106	688	763	128	891
Total	1,164	212	1,376	1,526	256	1,782



**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>4 . Tennessee St/Dwy 1</b>						
NBL	0	0	0	0	0	0
NBT	417	0	417	538	2	540
NBR	0	33	33	0	84	84
SBL	0	22	22	0	54	54
SBT	165	18	183	225	4	229
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	66	66	0	55	55
WBT	0	0	0	0	0	0
WBR	0	49	49	0	50	50
North Leg						
Approach	165	40	205	225	58	283
Departure	417	49	466	538	52	590
Total	582	89	671	763	110	873
South Leg						
Approach	417	33	450	538	86	624
Departure	165	84	249	225	59	284
Total	582	117	699	763	145	908
East Leg						
Approach	0	115	115	0	105	105
Departure	0	55	55	0	138	138
Total	0	170	170	0	243	243
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	582	188	770	763	249	1,012
Departure	582	188	770	763	249	1,012
Total	1,164	376	1,540	1,526	498	2,024

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>5 . Tennessee St/Lugonia Ave</b>						
NBL	146	0	146	294	0	294
NBT	267	24	291	364	65	429
NBR	99	0	99	277	0	277
SBL	79	8	87	77	8	85
SBT	75	68	143	124	43	167
SBR	8	8	16	7	8	15
EBL	35	5	40	67	11	78
EBT	245	0	245	754	0	754
EBR	149	0	149	458	0	458
WBL	133	0	133	101	0	101
WBT	434	0	434	440	0	440
WBR	103	5	108	130	11	141
North Leg						
Approach	162	84	246	208	59	267
Departure	405	34	439	561	87	648
Total	567	118	685	769	146	915
South Leg						
Approach	512	24	536	935	65	1,000
Departure	357	68	425	683	43	726
Total	869	92	961	1,618	108	1,726
East Leg						
Approach	670	5	675	671	11	682
Departure	423	8	431	1,108	8	1,116
Total	1,093	13	1,106	1,779	19	1,798
West Leg						
Approach	429	5	434	1,279	11	1,290
Departure	588	8	596	741	8	749
Total	1,017	13	1,030	2,020	19	2,039
Total Approaches						
Approach	1,773	118	1,891	3,093	146	3,239
Departure	1,773	118	1,891	3,093	146	3,239
Total	3,546	236	3,782	6,186	292	6,478

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>6 . Tennessee St/I-10 WB Ramps</b>						
NBL	219	0	219	193	0	193
NBT	467	18	485	789	48	837
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	316	48	364	608	32	640
SBR	99	20	119	98	10	108
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	210	0	210	146	0	146
WBT	4	0	4	8	0	8
WBR	141	6	147	239	17	256
North Leg						
Approach	415	68	483	706	42	748
Departure	608	24	632	1,028	65	1,093
Total	1,023	92	1,115	1,734	107	1,841
South Leg						
Approach	686	18	704	982	48	1,030
Departure	526	48	574	754	32	786
Total	1,212	66	1,278	1,736	80	1,816
East Leg						
Approach	355	6	361	393	17	410
Departure	0	0	0	0	0	0
Total	355	6	361	393	17	410
West Leg						
Approach	0	0	0	0	0	0
Departure	322	20	342	299	10	309
Total	322	20	342	299	10	309
Total Approaches						
Approach	1,456	92	1,548	2,081	107	2,188
Departure	1,456	92	1,548	2,081	107	2,188
Total	2,912	184	3,096	4,162	214	4,376

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>7 . Tennessee St/I-10 EB Ramps</b>						
NBL	0	0	0	0	0	0
NBT	525	12	537	634	31	665
NBR	181	0	181	154	0	154
SBL	93	20	113	226	10	236
SBT	433	28	461	528	22	550
SBR	0	0	0	0	0	0
EBL	161	6	167	348	17	365
EBT	149	0	149	363	0	363
EBR	364	0	364	346	0	346
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	526	48	574	754	32	786
Departure	686	18	704	982	48	1,030
Total	1,212	66	1,278	1,736	80	1,816
South Leg						
Approach	706	12	718	788	31	819
Departure	797	28	825	874	22	896
Total	1,503	40	1,543	1,662	53	1,715
East Leg						
Approach	0	0	0	0	0	0
Departure	423	20	443	743	10	753
Total	423	20	443	743	10	753
West Leg						
Approach	674	6	680	1,057	17	1,074
Departure	0	0	0	0	0	0
Total	674	6	680	1,057	17	1,074
Total Approaches						
Approach	1,906	66	1,972	2,599	80	2,679
Departure	1,906	66	1,972	2,599	80	2,679
Total	3,812	132	3,944	5,198	160	5,358

**Table B-3: Existing With Project Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>8 . Tennessee St/Colton Ave</b>						
NBL	34	0	34	64	0	64
NBT	555	8	563	488	21	509
NBR	49	0	49	97	0	97
SBL	150	4	154	219	4	223
SBT	502	19	521	507	15	522
SBR	146	4	150	148	4	152
EBL	60	2	62	150	5	155
EBT	113	0	113	462	0	462
EBR	24	0	24	64	0	64
WBL	51	0	51	55	0	55
WBT	208	0	208	248	0	248
WBR	91	2	93	151	5	156
North Leg						
Approach	798	27	825	874	23	897
Departure	706	12	718	789	31	820
Total	1,504	39	1,543	1,663	54	1,717
South Leg						
Approach	638	8	646	649	21	670
Departure	577	19	596	626	15	641
Total	1,215	27	1,242	1,275	36	1,311
East Leg						
Approach	350	2	352	454	5	459
Departure	312	4	316	778	4	782
Total	662	6	668	1,232	9	1,241
West Leg						
Approach	197	2	199	676	5	681
Departure	388	4	392	460	4	464
Total	585	6	591	1,136	9	1,145
Total Approaches						
Approach	1,983	39	2,022	2,653	54	2,707
Departure	1,983	39	2,022	2,653	54	2,707
Total	3,966	78	4,044	5,306	108	5,414

**Table B-3: Existing With Project Peak Hour Volume Summary**



























	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
<b>9 . Tennessee St/Redlands Ave</b>						
NBL	44	0	44	41	0	41
NBT	539	4	543	479	11	490
NBR	27	0	27	45	0	45
SBL	110	4	114	143	4	147
SBT	501	10	511	433	8	441
SBR	20	4	24	29	4	33
EBL	25	2	27	43	5	48
EBT	162	0	162	465	0	465
EBR	26	0	26	45	0	45
WBL	46	0	46	36	0	36
WBT	272	0	272	233	0	233
WBR	60	2	62	113	5	118
North Leg						
Approach	631	18	649	605	16	621
Departure	624	8	632	635	21	656
Total	1,255	26	1,281	1,240	37	1,277
South Leg						
Approach	610	4	614	565	11	576
Departure	573	10	583	514	8	522
Total	1,183	14	1,197	1,079	19	1,098
East Leg						
Approach	378	2	380	382	5	387
Departure	299	4	303	653	4	657
Total	677	6	683	1,035	9	1,044
West Leg						
Approach	213	2	215	553	5	558
Departure	336	4	340	303	4	307
Total	549	6	555	856	9	865
Total Approaches						
Approach	1,832	26	1,858	2,105	37	2,142
Departure	1,832	26	1,858	2,105	37	2,142
Total	3,664	52	3,716	4,210	74	4,284

# APPENDIX C: LEVEL OF SERVICE/QUEUE WORKSHEETS

# HCM 6th Signalized Intersection Summary

## 1: Citrus Plaza Dr/SR-210 SB Ramps & San Bernardino Ave

07/20/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Traffic Volume (veh/h)	44	447	55	47	383	276	13	4	38	204	205	147
Future Volume (veh/h)	44	447	55	47	383	276	13	4	38	204	205	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	46	471	58	49	403	291	14	4	40	215	216	155
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	135	1097	489	135	578	489	135	578	617	229	736	504
Arrive On Green	0.08	0.32	0.32	0.11	0.43	0.43	0.08	0.32	0.32	0.14	0.38	0.38
Sat Flow, veh/h	1619	3420	1525	1619	1800	1525	1619	1800	1525	1619	1941	1330
Grp Volume(v), veh/h	46	471	58	49	403	291	14	4	40	215	189	182
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1800	1525	1619	1800	1525	1619	1710	1561
Q Serve(g_s), s	3.2	13.0	3.2	3.4	21.9	17.6	1.0	0.2	0.0	15.8	9.3	9.8
Cycle Q Clear(g_c), s	3.2	13.0	3.2	3.4	21.9	17.6	1.0	0.2	0.0	15.8	9.3	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	135	1097	489	135	578	489	135	578	617	229	648	592
V/C Ratio(X)	0.34	0.43	0.12	0.36	0.70	0.59	0.10	0.01	0.06	0.94	0.29	0.31
Avail Cap(c_a), veh/h	135	1097	489	135	578	489	135	578	617	229	648	592
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	32.1	28.8	50.4	29.6	28.4	50.9	27.7	21.9	51.0	26.0	26.2
Incr Delay (d2), s/veh	1.5	1.2	0.5	0.5	2.0	1.5	0.3	0.0	0.2	42.3	1.1	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	1.3	5.4	1.2	1.3	8.6	6.0	0.4	0.1	0.7	9.0	3.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	33.3	29.3	50.9	31.6	29.9	51.2	27.8	22.1	93.3	27.1	27.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	F	C	C
Approach Vol, veh/h		575			743			58			586	
Approach Delay, s/veh		34.5			32.2			29.5			51.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	42.5	14.0	49.5	14.0	42.5	21.0	42.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	38.5	10.0	45.5	10.0	38.5	17.0	38.5				
Max Q Clear Time (g_c+I1), s	5.4	15.0	3.0	11.8	5.2	23.9	17.8	2.2				
Green Ext Time (p_c), s	0.0	3.0	0.0	2.3	0.0	2.8	0.0	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.6								
HCM 6th LOS				D								



# HCM 6th Signalized Intersection Summary

## 2: Tennessee St/SR-210 NB Ramps & San Bernardino Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑		↖	↗	
Traffic Volume (veh/h)	109	462	118	27	582	295	45	317	55	155	20	79
Future Volume (veh/h)	109	462	118	27	582	295	45	317	55	155	20	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	122	519	133	30	654	331	51	356	62	174	22	89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	738	625	85	682	578	110	863	149	175	105	424
Arrive On Green	0.17	0.82	0.82	0.05	0.38	0.38	0.07	0.30	0.30	0.11	0.34	0.34
Sat Flow, veh/h	2956	1800	1525	1619	1800	1525	1619	2916	503	1619	312	1261
Grp Volume(v), veh/h	122	519	133	30	654	331	51	207	211	174	0	111
Grp Sat Flow(s),veh/h/ln	1478	1800	1525	1619	1800	1525	1619	1710	1709	1619	0	1573
Q Serve(g_s), s	4.5	14.7	2.3	2.1	42.5	20.6	3.6	11.7	11.9	12.9	0.0	6.0
Cycle Q Clear(g_c), s	4.5	14.7	2.3	2.1	42.5	20.6	3.6	11.7	11.9	12.9	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.80
Lane Grp Cap(c), veh/h	246	738	625	85	683	578	110	506	506	175	0	529
V/C Ratio(X)	0.50	0.70	0.21	0.35	0.96	0.57	0.46	0.41	0.42	0.99	0.00	0.21
Avail Cap(c_a), veh/h	246	738	625	135	683	578	135	506	506	175	0	529
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	7.7	6.6	54.9	36.3	29.5	53.8	33.9	33.9	53.4	0.0	28.5
Incr Delay (d2), s/veh	1.2	4.5	0.6	2.5	25.6	4.1	3.0	2.4	2.5	65.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.7	0.8	0.9	22.5	8.0	1.6	5.1	5.2	8.4	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	12.3	7.2	57.3	61.9	33.6	56.8	36.3	36.5	118.9	0.0	29.4
LnGrp LOS	D	B	A	E	E	C	E	D	D	F	A	C
Approach Vol, veh/h		774			1015			469				285
Approach Delay, s/veh		17.2			52.6			38.6				84.1
Approach LOS		B			D			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	53.2	12.2	44.3	14.0	49.5	17.0	39.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	45.5	10.0	38.5	10.0	45.5	13.0	35.5				
Max Q Clear Time (g_c+1), s	14.0	16.7	5.6	8.0	6.5	44.5	14.9	13.9				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.6	0.1	0.5	0.0	2.2				

### Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	245	149	133	434	103	146	267	99	79	75	8
Future Volume (veh/h)	35	245	149	133	434	103	146	267	99	79	75	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	37	261	159	141	462	110	155	284	105	84	80	9
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	104	1074	479	210	534	127	162	533	452	162	533	452
Arrive On Green	0.06	0.31	0.31	0.13	0.38	0.38	0.03	0.10	0.10	0.10	0.30	0.30
Sat Flow, veh/h	1619	3420	1525	1619	1405	335	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	37	261	159	141	0	572	155	284	105	84	80	9
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1740	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	2.2	5.7	5.9	8.3	0.0	30.4	9.6	15.0	6.4	4.9	3.3	0.4
Cycle Q Clear(g_c), s	2.2	5.7	5.9	8.3	0.0	30.4	9.6	15.0	6.4	4.9	3.3	0.4
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	104	1074	479	210	0	661	162	533	452	162	533	452
V/C Ratio(X)	0.36	0.24	0.33	0.67	0.00	0.87	0.96	0.53	0.23	0.52	0.15	0.02
Avail Cap(c_a), veh/h	162	1074	479	210	0	661	162	533	452	162	533	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	25.5	14.3	41.5	0.0	28.7	48.1	38.5	34.6	42.7	25.9	24.9
Incr Delay (d2), s/veh	2.1	0.5	1.9	7.9	0.0	14.2	57.6	3.8	1.2	2.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	2.9	3.7	0.0	14.7	6.6	7.7	2.5	2.0	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	26.0	16.1	49.4	0.0	42.9	105.7	42.3	35.8	45.6	26.5	25.0
LnGrp LOS	D	C	B	D	A	D	F	D	D	D	C	C
Approach Vol, veh/h		457			713			544			173	
Approach Delay, s/veh		24.3			44.2			59.1			35.7	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.4	14.0	33.6	10.4	42.0	14.0	33.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	31.4	10.0	29.6	10.0	34.4	10.0	29.6				
Max Q Clear Time (g_c+I1), s	10.3	7.9	11.6	5.3	4.2	32.4	6.9	17.0				
Green Ext Time (p_c), s	0.1	2.1	0.0	0.3	0.0	0.7	0.0	1.5				

### Intersection Summary

HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

# HCM 6th Signalized Intersection Summary

## 6: Tennessee St & I-10 WB Ramps

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↔			↔	
Traffic Volume (veh/h)	0	0	0	210	4	141	219	467	0	0	316	99
Future Volume (veh/h)	0	0	0	210	4	141	219	467	0	0	316	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	1700	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				216	4	145	226	481	0	0	326	102
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				270	6	235	255	2607	0	0	1454	447
Arrive On Green				0.16	0.16	0.16	0.32	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				1714	41	1491	1619	3510	0	0	2665	792
Grp Volume(v), veh/h				216	0	149	226	481	0	0	215	213
Grp Sat Flow(s),veh/h/ln				1714	0	1532	1619	1710	0	0	1710	1657
Q Serve(g_s), s				12.1	0.0	9.1	13.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				12.1	0.0	9.1	13.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		0.97	1.00		0.00	0.00		0.48
Lane Grp Cap(c), veh/h				270	0	242	255	2607	0	0	965	936
V/C Ratio(X)				0.80	0.00	0.62	0.89	0.18	0.00	0.00	0.22	0.23
Avail Cap(c_a), veh/h				429	0	383	518	2607	0	0	965	936
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				40.6	0.0	39.3	33.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.5	0.0	2.5	9.2	0.1	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				5.5	0.0	3.6	4.8	0.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.1	0.0	41.8	42.5	0.1	0.0	0.0	0.5	0.5
LnGrp LOS				D	A	D	D	A	A	A	A	A
Approach Vol, veh/h				365			707			428		
Approach Delay, s/veh				44.4			13.7			0.5		
Approach LOS				D			B			A		
Timer - Assigned Phs		2		5	6		8					
Phs Duration (G+Y+Rc), s		80.2		19.8	60.4		19.8					
Change Period (Y+Rc), s		4.0		4.0	4.0		4.0					
Max Green Setting (Gmax), s		67.0		32.0	31.0		25.0					
Max Q Clear Time (g_c+I1), s		2.0		15.3	2.0		14.1					
Green Ext Time (p_c), s		3.3		0.5	2.5		1.6					
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

# HCM 6th Signalized Intersection Summary

## 7: Tennessee St & I-10 EB Ramps

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕		↕	↕↕	
Traffic Volume (veh/h)	161	149	364	0	0	0	0	525	181	93	433	0
Future Volume (veh/h)	161	149	364	0	0	0	0	525	181	93	433	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	171	159	387				0	559	193	99	461	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	262	244	439				0	998	344	311	2161	0
Arrive On Green	0.29	0.29	0.29				0.00	0.13	0.13	0.38	1.00	0.00
Sat Flow, veh/h	909	845	1525				0	2586	859	1619	3510	0
Grp Volume(v), veh/h	330	0	387				0	382	370	99	461	0
Grp Sat Flow(s),veh/h/ln	755	0	1525				0	1710	1645	1619	1710	0
Q Serve(g_s), s	16.5	0.0	24.2				0.0	21.0	21.1	4.3	0.0	0.0
Cycle Q Clear(g_c), s	16.5	0.0	24.2				0.0	21.0	21.1	4.3	0.0	0.0
Prop In Lane	0.52		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	505	0	439				0	684	658	311	2161	0
V/C Ratio(X)	0.65	0.00	0.88				0.00	0.56	0.56	0.32	0.21	0.00
Avail Cap(c_a), veh/h	579	0	503				0	684	658	311	2161	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.92	0.92	0.98	0.98	0.00
Uniform Delay (d), s/veh	31.2	0.0	34.0				0.0	35.1	35.2	26.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	15.1				0.0	3.0	3.2	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	10.6				0.0	10.1	9.7	1.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	49.0				0.0	38.2	38.4	26.8	0.2	0.0
LnGrp LOS	C	A	D				A	D	D	C	A	A
Approach Vol, veh/h		717						752			560	
Approach Delay, s/veh		41.8						38.3			4.9	
Approach LOS		D						D			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	33.2	44.0	32.8	67.2								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	15.0	40.0	33.0	59.0								
Max Q Clear Time (g_c+1), s	10.3	23.1	26.2	2.0								
Green Ext Time (p_c), s	0.1	4.2	2.6	3.2								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

# HCM 6th Signalized Intersection Summary

## 8: Tennessee St & Colton Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	113	24	51	208	91	34	555	49	150	502	146
Future Volume (veh/h)	60	113	24	51	208	91	34	555	49	150	502	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	64	120	26	54	221	97	36	590	52	160	534	155
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	135	380	80	126	304	129	102	1628	143	186	1476	427
Arrive On Green	0.08	0.14	0.14	0.08	0.13	0.13	0.06	0.51	0.51	0.23	1.00	1.00
Sat Flow, veh/h	1619	2810	593	1619	2339	993	1619	3180	280	1619	2617	757
Grp Volume(v), veh/h	64	72	74	54	160	158	36	317	325	160	348	341
Grp Sat Flow(s),veh/h/ln	1619	1710	1693	1619	1710	1621	1619	1710	1750	1619	1710	1664
Q Serve(g_s), s	3.8	3.8	4.0	3.2	9.0	9.4	2.1	11.1	11.1	9.5	0.0	0.0
Cycle Q Clear(g_c), s	3.8	3.8	4.0	3.2	9.0	9.4	2.1	11.1	11.1	9.5	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.61	1.00		0.16	1.00		0.45
Lane Grp Cap(c), veh/h	135	231	229	126	222	211	102	876	896	186	964	938
V/C Ratio(X)	0.48	0.31	0.32	0.43	0.72	0.75	0.35	0.36	0.36	0.86	0.36	0.36
Avail Cap(c_a), veh/h	162	470	466	162	470	446	162	876	896	259	964	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99
Uniform Delay (d), s/veh	43.8	39.0	39.1	44.0	41.7	42.0	44.9	14.6	14.6	37.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.8	0.8	2.3	4.3	5.3	1.8	1.0	1.0	18.2	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.6	1.7	1.3	4.0	4.0	0.9	4.2	4.3	4.2	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	39.8	39.9	46.3	46.1	47.3	46.7	15.7	15.7	55.9	1.0	1.1
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	A	A
Approach Vol, veh/h		210			372			678			849	
Approach Delay, s/veh		41.8			46.6			17.3			11.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	55.2	11.8	17.5	10.3	60.4	12.3	17.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	30.5	10.0	27.5	10.0	36.5	10.0	27.5				
Max Q Clear Time (g_c+M), s	11.5	13.1	5.2	6.0	4.1	2.0	5.8	11.4				
Green Ext Time (p_c), s	0.2	3.4	0.0	0.7	0.0	4.4	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											22.5	
HCM 6th LOS											C	

# HCM 6th Signalized Intersection Summary

## 9: Tennessee St & Redlands Blvd

07/20/2022





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	162	26	46	272	60	44	539	27	110	501	20
Future Volume (veh/h)	25	162	26	46	272	60	44	539	27	110	501	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	27	174	28	49	292	65	47	580	29	118	539	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	240	38	159	366	80	108	1398	73	149	721	31
Arrive On Green	0.05	0.08	0.08	0.10	0.13	0.13	0.44	0.44	0.44	0.25	0.25	0.25
Sat Flow, veh/h	1619	2958	468	1619	2789	611	244	3149	165	589	2839	121
Grp Volume(v), veh/h	27	99	103	49	177	180	345	0	311	355	0	324
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1619	1710	1690	1788	0	1770	1771	0	1778
Q Serve(g_s), s	2.1	7.4	7.6	3.7	13.1	13.4	17.3	0.0	15.4	24.3	0.0	21.6
Cycle Q Clear(g_c), s	2.1	7.4	7.6	3.7	13.1	13.4	17.3	0.0	15.4	24.3	0.0	21.6
Prop In Lane	1.00		0.27	1.00		0.36	0.14		0.09	0.33		0.07
Lane Grp Cap(c), veh/h	78	139	139	159	224	222	794	0	786	449	0	451
V/C Ratio(X)	0.35	0.72	0.74	0.31	0.79	0.81	0.43	0.00	0.40	0.79	0.00	0.72
Avail Cap(c_a), veh/h	125	395	396	159	395	390	794	0	786	449	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	59.9	58.3	58.4	54.5	54.7	54.9	24.9	0.0	24.4	45.3	0.0	44.3
Incr Delay (d2), s/veh	2.7	6.7	7.4	1.1	6.1	6.9	1.7	0.0	1.5	12.5	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.4	3.5	1.5	5.9	6.1	7.5	0.0	6.6	12.0	0.0	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	65.0	65.8	55.6	60.9	61.8	26.6	0.0	25.9	57.7	0.0	53.2
LnGrp LOS	E	E	E	E	E	E	C	A	C	E	A	D
Approach Vol, veh/h		229			406			656			679	
Approach Delay, s/veh		65.1			60.7			26.3			55.6	
Approach LOS		E			E			C			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		61.7	16.7	14.5		37.0	10.2	21.1				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		41.0	10.0	30.0		33.0	10.0	30.0				
Max Q Clear Time (g_c+I1), s		19.3	5.7	9.6		26.3	4.1	15.4				
Green Ext Time (p_c), s		3.7	0.0	0.9		2.2	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											48.0	
HCM 6th LOS											D	
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

# HCM 6th Signalized Intersection Summary

## 1: Citrus Plaza Dr/SR-210 SB Ramps & San Bernardino Ave

07/20/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Traffic Volume (veh/h)	107	660	98	127	274	120	44	58	320	159	265	125
Future Volume (veh/h)	107	660	98	127	274	120	44	58	320	159	265	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	119	733	109	141	304	133	49	64	356	177	294	139
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	1097	489	164	608	515	133	578	644	201	824	380
Arrive On Green	0.08	0.32	0.32	0.20	0.68	0.68	0.08	0.32	0.32	0.12	0.36	0.36
Sat Flow, veh/h	1619	3420	1525	1619	1800	1525	1619	1800	1525	1619	2273	1048
Grp Volume(v), veh/h	119	733	109	141	304	133	49	64	356	177	219	214
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1800	1525	1619	1800	1525	1619	1710	1611
Q Serve(g_s), s	8.7	22.2	6.3	10.1	9.9	4.1	3.4	3.0	9.0	12.9	11.3	11.7
Cycle Q Clear(g_c), s	8.7	22.2	6.3	10.1	9.9	4.1	3.4	3.0	9.0	12.9	11.3	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	137	1097	489	164	608	515	133	578	644	201	620	584
V/C Ratio(X)	0.87	0.67	0.22	0.86	0.50	0.26	0.37	0.11	0.55	0.88	0.35	0.37
Avail Cap(c_a), veh/h	137	1097	489	164	608	515	135	578	644	202	620	584
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	35.2	29.8	47.1	14.5	13.6	52.1	28.7	26.2	51.7	28.0	28.1
Incr Delay (d2), s/veh	41.3	3.2	1.1	26.3	2.1	0.9	1.7	0.4	3.4	33.2	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	9.4	2.4	4.8	3.4	1.4	1.5	1.4	8.1	7.0	4.8	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.6	38.5	30.9	73.4	16.6	14.4	53.8	29.1	29.6	84.9	29.6	29.9
LnGrp LOS	F	D	C	E	B	B	D	C	C	F	C	C
Approach Vol, veh/h		961			578			469			610	
Approach Delay, s/veh		44.7			30.0			32.0			45.7	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	42.5	13.9	47.5	14.1	44.5	18.9	42.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	38.5	10.0	43.5	10.0	40.5	15.0	38.5				
Max Q Clear Time (g_c+I1), s	12.1	24.2	5.4	13.7	10.7	11.9	14.9	11.0				
Green Ext Time (p_c), s	0.0	4.2	0.0	2.7	0.0	2.1	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									

# HCM 6th Signalized Intersection Summary

## 2: Tennessee St/SR-210 NB Ramps & San Bernardino Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑		↖	↖	
Traffic Volume (veh/h)	437	520	181	31	347	175	72	408	58	185	13	102
Future Volume (veh/h)	437	520	181	31	347	175	72	408	58	185	13	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	465	553	193	33	369	186	77	434	62	197	14	109
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	443	717	608	90	548	464	125	889	126	189	59	462
Arrive On Green	0.25	0.67	0.67	0.06	0.30	0.30	0.08	0.30	0.30	0.12	0.34	0.34
Sat Flow, veh/h	2956	1800	1525	1619	1800	1525	1619	3006	427	1619	177	1376
Grp Volume(v), veh/h	465	553	193	33	369	186	77	246	250	197	0	123
Grp Sat Flow(s),veh/h/ln	1478	1800	1525	1619	1800	1525	1619	1710	1723	1619	0	1552
Q Serve(g_s), s	18.0	25.3	6.4	2.4	21.5	8.5	5.5	14.2	14.4	14.0	0.0	6.9
Cycle Q Clear(g_c), s	18.0	25.3	6.4	2.4	21.5	8.5	5.5	14.2	14.4	14.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.89
Lane Grp Cap(c), veh/h	443	717	608	90	548	464	125	506	510	189	0	521
V/C Ratio(X)	1.05	0.77	0.32	0.37	0.67	0.40	0.62	0.49	0.49	1.04	0.00	0.24
Avail Cap(c_a), veh/h	443	717	608	135	548	464	135	506	510	189	0	521
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	16.3	13.1	54.6	36.5	17.9	53.7	34.7	34.8	53.0	0.0	28.8
Incr Delay (d2), s/veh	49.7	5.8	1.0	2.5	6.5	2.6	7.3	3.3	3.4	77.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	7.3	2.1	1.0	10.1	3.2	2.5	6.2	6.4	9.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	22.1	14.1	57.1	43.0	20.5	61.0	38.1	38.2	130.2	0.0	29.8
LnGrp LOS	F	C	B	E	D	C	E	D	D	F	A	C
Approach Vol, veh/h		1211			588			573			320	
Approach Delay, s/veh		48.7			36.7			41.2			91.6	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	51.8	13.2	44.3	22.0	40.5	18.0	39.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	44.5	10.0	39.5	18.0	36.5	14.0	35.5				
Max Q Clear Time (g_c+1), s	14.5	27.3	7.5	8.9	20.0	23.5	16.0	16.4				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.7	0.0	2.2	0.0	2.6				

### Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D



# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	754	458	101	440	130	294	364	277	77	124	7
Future Volume (veh/h)	67	754	458	101	440	130	294	364	277	77	124	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	69	777	472	104	454	134	303	375	286	79	128	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1148	512	141	443	131	265	628	532	134	483	409
Arrive On Green	0.09	0.34	0.34	0.09	0.33	0.33	0.27	0.58	0.58	0.08	0.27	0.27
Sat Flow, veh/h	1619	3420	1525	1619	1335	394	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	69	777	472	104	0	588	303	375	286	79	128	7
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1729	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	4.5	21.5	21.1	6.9	0.0	36.5	18.0	14.7	12.5	5.2	6.2	0.4
Cycle Q Clear(g_c), s	4.5	21.5	21.1	6.9	0.0	36.5	18.0	14.7	12.5	5.2	6.2	0.4
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1148	512	141	0	574	265	628	532	134	483	409
V/C Ratio(X)	0.47	0.68	0.92	0.74	0.00	1.02	1.14	0.60	0.54	0.59	0.27	0.02
Avail Cap(c_a), veh/h	147	1148	512	147	0	574	265	628	532	147	483	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	31.4	14.6	49.0	0.0	36.8	40.0	18.0	17.5	48.6	31.7	29.6
Incr Delay (d2), s/veh	2.3	3.2	24.5	16.9	0.0	44.0	98.7	4.0	3.7	5.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.1	10.1	3.4	0.0	21.9	13.3	5.3	4.0	2.2	2.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	34.6	39.1	65.9	0.0	80.8	138.6	22.0	21.2	53.8	33.1	29.7
LnGrp LOS	D	C	D	E	A	F	F	C	C	D	C	C
Approach Vol, veh/h		1318			692			964			214	
Approach Delay, s/veh		37.0			78.6			58.4			40.6	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	40.9	22.0	33.5	14.0	40.5	13.1	42.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	36.5	18.0	29.5	10.0	36.5	10.0	37.5				
Max Q Clear Time (g_c+I1), s	8.9	23.5	20.0	8.2	6.5	38.5	7.2	16.7				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.6	0.0	0.0	0.0	3.1				

### Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

# HCM 6th Signalized Intersection Summary

## 6: Tennessee St & I-10 WB Ramps

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↔			↔	
Traffic Volume (veh/h)	0	0	0	146	8	239	193	789	0	0	608	98
Future Volume (veh/h)	0	0	0	146	8	239	193	789	0	0	608	98
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	1700	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				160	9	263	212	867	0	0	668	108
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				316	18	296	466	2507	0	0	1206	195
Arrive On Green				0.19	0.19	0.19	0.58	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1627	92	1525	1619	3510	0	0	3038	476
Grp Volume(v), veh/h				169	0	263	212	867	0	0	387	389
Grp Sat Flow(s),veh/h/ln				1719	0	1525	1619	1710	0	0	1710	1714
Q Serve(g_s), s				9.7	0.0	18.5	8.3	0.0	0.0	0.0	16.2	16.3
Cycle Q Clear(g_c), s				9.7	0.0	18.5	8.3	0.0	0.0	0.0	16.2	16.3
Prop In Lane				0.95		1.00	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				334	0	296	466	2507	0	0	700	701
V/C Ratio(X)				0.51	0.00	0.89	0.46	0.35	0.00	0.00	0.55	0.55
Avail Cap(c_a), veh/h				375	0	333	466	2507	0	0	700	701
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	1.00	0.55	0.55	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh				39.6	0.0	43.1	18.4	0.0	0.0	0.0	18.5	18.5
Incr Delay (d2), s/veh				1.2	0.0	22.3	0.4	0.2	0.0	0.0	2.3	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
%ile BackOfQ(50%),veh/ln				4.2	0.0	8.7	2.6	0.1	0.0	0.0	5.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.8	0.0	65.5	18.8	0.2	0.0	0.0	20.9	20.9
LnGrp LOS				D	A	E	B	A	A	A	C	C
Approach Vol, veh/h					432			1079			776	
Approach Delay, s/veh					55.8			3.9			20.9	
Approach LOS					E			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.6			35.6	49.0		25.4				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		78.0			29.0	45.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0			10.3	18.3		20.5				
Green Ext Time (p_c), s		7.0			0.5	4.9		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											19.4	
HCM 6th LOS											B	

# HCM 6th Signalized Intersection Summary

## 7: Tennessee St & I-10 EB Ramps

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕		↕	↕↕	
Traffic Volume (veh/h)	348	363	346	0	0	0	0	634	154	226	528	0
Future Volume (veh/h)	348	363	346	0	0	0	0	634	154	226	528	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	374	390	372				0	682	166	243	568	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	396	427	431				0	868	211	319	1887	0
Arrive On Green	0.38	0.38	0.38				0.00	0.32	0.32	0.39	1.00	0.00
Sat Flow, veh/h	1054	1138	1149				0	2817	663	1619	3510	0
Grp Volume(v), veh/h	620	0	516				0	427	421	243	568	0
Grp Sat Flow(s),veh/h/ln	1747	0	1593				0	1710	1681	1619	1710	0
Q Serve(g_s), s	37.8	0.0	32.9				0.0	25.0	25.0	14.3	0.0	0.0
Cycle Q Clear(g_c), s	37.8	0.0	32.9				0.0	25.0	25.0	14.3	0.0	0.0
Prop In Lane	0.60		0.72				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	656	0	598				0	544	535	319	1887	0
V/C Ratio(X)	0.95	0.00	0.86				0.00	0.79	0.79	0.76	0.30	0.00
Avail Cap(c_a), veh/h	667	0	608				0	544	535	319	1887	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.81	0.81	0.88	0.88	0.00
Uniform Delay (d), s/veh	33.3	0.0	31.7				0.0	34.1	34.1	31.1	0.0	0.0
Incr Delay (d2), s/veh	22.2	0.0	12.0				0.0	9.0	9.2	9.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	0.0	14.3				0.0	11.3	11.2	5.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	0.0	43.7				0.0	43.1	43.3	40.2	0.4	0.0
LnGrp LOS	E	A	D				A	D	D	D	A	A
Approach Vol, veh/h		1136						848			811	
Approach Delay, s/veh		50.1						43.2			12.3	
Approach LOS		D						D			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	25.7	39.0	45.3	64.7								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	21.0	35.0	42.0	60.0								
Max Q Clear Time (g_c+110), s	110.3	27.0	39.8	2.0								
Green Ext Time (p_c), s	0.3	3.1	1.5	4.0								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									

# HCM 6th Signalized Intersection Summary

## 8: Tennessee St & Colton Ave

07/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	462	64	55	248	151	64	488	97	219	507	148
Future Volume (veh/h)	150	462	64	55	248	151	64	488	97	219	507	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	165	508	70	60	273	166	70	536	107	241	557	163
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	631	87	124	345	204	130	1154	229	264	1277	372
Arrive On Green	0.12	0.21	0.21	0.08	0.17	0.17	0.08	0.41	0.41	0.33	0.98	0.98
Sat Flow, veh/h	1619	3021	415	1619	2070	1220	1619	2843	565	1619	2611	762
Grp Volume(v), veh/h	165	287	291	60	224	215	70	322	321	241	364	356
Grp Sat Flow(s),veh/h/ln	1619	1710	1725	1619	1710	1580	1619	1710	1698	1619	1710	1663
Q Serve(g_s), s	11.0	17.5	17.7	3.9	13.8	14.4	4.6	15.1	15.3	15.7	0.9	0.9
Cycle Q Clear(g_c), s	11.0	17.5	17.7	3.9	13.8	14.4	4.6	15.1	15.3	15.7	0.9	0.9
Prop In Lane	1.00		0.24	1.00		0.77	1.00		0.33	1.00		0.46
Lane Grp Cap(c), veh/h	192	357	361	124	285	264	130	694	689	264	836	813
V/C Ratio(X)	0.86	0.80	0.81	0.49	0.79	0.82	0.54	0.46	0.47	0.91	0.44	0.44
Avail Cap(c_a), veh/h	235	521	525	147	428	395	147	694	689	324	836	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	0.96	0.96	0.96
Uniform Delay (d), s/veh	47.6	41.3	41.4	48.7	43.9	44.2	48.6	23.9	23.9	36.3	0.6	0.6
Incr Delay (d2), s/veh	22.5	5.7	5.9	2.9	5.5	7.8	2.9	1.9	1.9	24.9	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.8	8.0	1.7	6.2	6.1	1.9	6.2	6.2	6.7	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.1	47.0	47.3	51.7	49.5	52.0	51.6	25.8	25.9	61.2	2.2	2.3
LnGrp LOS	E	D	D	D	D	D	D	C	C	E	A	A
Approach Vol, veh/h		743			499			713			961	
Approach Delay, s/veh		52.3			50.8			28.4			17.0	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	48.7	12.4	27.0	12.8	57.8	17.0	22.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	28.5	10.0	33.5	10.0	40.5	16.0	27.5				
Max Q Clear Time (g_c+M), s	11.0	17.3	5.9	19.7	6.6	2.9	13.0	16.4				
Green Ext Time (p_c), s	0.3	2.8	0.0	2.9	0.0	4.7	0.1	1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											34.6	
HCM 6th LOS											C	

# HCM 6th Signalized Intersection Summary

## 9: Tennessee St & Redlands Blvd

07/20/2022





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	465	45	36	233	113	41	479	45	143	433	29
Future Volume (veh/h)	43	465	45	36	233	113	41	479	45	143	433	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	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	47	505	49	39	253	123	45	521	49	155	471	32
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	102	589	57	94	411	194	90	1085	107	214	688	48
Arrive On Green	0.06	0.19	0.19	0.06	0.18	0.18	0.36	0.36	0.36	0.27	0.27	0.27
Sat Flow, veh/h	1619	3150	305	1619	2255	1063	247	2992	295	793	2554	180
Grp Volume(v), veh/h	47	273	281	39	190	186	325	0	290	344	0	314
Grp Sat Flow(s),veh/h/ln	1619	1710	1745	1619	1710	1609	1788	0	1747	1760	0	1768
Q Serve(g_s), s	3.6	20.1	20.3	3.0	13.3	13.9	18.4	0.0	16.5	23.1	0.0	20.5
Cycle Q Clear(g_c), s	3.6	20.1	20.3	3.0	13.3	13.9	18.4	0.0	16.5	23.1	0.0	20.5
Prop In Lane	1.00		0.17	1.00		0.66	0.14		0.17	0.45		0.10
Lane Grp Cap(c), veh/h	102	320	326	94	312	293	648	0	634	474	0	476
V/C Ratio(X)	0.46	0.86	0.86	0.41	0.61	0.63	0.50	0.00	0.46	0.73	0.00	0.66
Avail Cap(c_a), veh/h	125	408	416	125	408	384	648	0	634	474	0	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.89	0.00	0.89
Uniform Delay (d), s/veh	58.8	51.1	51.2	59.1	48.9	49.2	32.3	0.0	31.7	43.1	0.0	42.2
Incr Delay (d2), s/veh	3.2	13.4	13.7	2.9	1.9	2.3	2.8	0.0	2.4	8.4	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.7	9.9	1.3	5.8	5.7	8.3	0.0	7.3	11.0	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	64.5	64.9	62.0	50.8	51.4	35.0	0.0	34.0	51.5	0.0	48.5
LnGrp LOS	E	E	E	E	D	D	D	A	C	D	A	D
Approach Vol, veh/h		601			415			615			658	
Approach Delay, s/veh		64.5			52.2			34.6			50.1	
Approach LOS		E			D			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		51.1	11.6	28.3		39.0	12.2	27.7				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		38.0	10.0	31.0		35.0	10.0	31.0				
Max Q Clear Time (g_c+I1), s		20.4	5.0	22.3		25.1	5.6	15.9				
Green Ext Time (p_c), s		3.3	0.0	2.0		2.7	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											50.1	
HCM 6th LOS											D	

# HCM 6th Signalized Intersection Summary

## 1: Citrus Plaza Dr/SR-210 SB Ramps & San Bernardino Ave

09/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 									 	
Traffic Volume (veh/h)	44	455	55	47	398	276	13	4	38	212	205	147
Future Volume (veh/h)	44	455	55	47	398	276	13	4	38	212	205	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	46	479	58	49	419	291	14	4	40	223	216	155
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	135	1097	489	135	578	489	135	578	617	229	736	504
Arrive On Green	0.08	0.32	0.32	0.11	0.43	0.43	0.08	0.32	0.32	0.14	0.38	0.38
Sat Flow, veh/h	1619	3420	1525	1619	1800	1525	1619	1800	1525	1619	1941	1330
Grp Volume(v), veh/h	46	479	58	49	419	291	14	4	40	223	189	182
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1800	1525	1619	1800	1525	1619	1710	1561
Q Serve(g_s), s	3.2	13.3	3.2	3.4	23.2	17.6	1.0	0.2	0.0	16.5	9.3	9.8
Cycle Q Clear(g_c), s	3.2	13.3	3.2	3.4	23.2	17.6	1.0	0.2	0.0	16.5	9.3	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	135	1097	489	135	578	489	135	578	617	229	648	592
V/C Ratio(X)	0.34	0.44	0.12	0.36	0.73	0.59	0.10	0.01	0.06	0.97	0.29	0.31
Avail Cap(c_a), veh/h	135	1097	489	135	578	489	135	578	617	229	648	592
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	32.2	28.8	50.4	30.0	28.4	50.9	27.7	21.9	51.3	26.0	26.2
Incr Delay (d2), s/veh	1.5	1.3	0.5	0.5	2.3	1.5	0.3	0.0	0.2	51.4	1.1	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	1.3	5.5	1.2	1.3	9.1	6.0	0.4	0.1	0.7	9.9	3.9	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	33.4	29.3	50.9	32.3	29.9	51.2	27.8	22.1	102.7	27.1	27.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	F	C	C
Approach Vol, veh/h		583			759			58			594	
Approach Delay, s/veh		34.6			32.6			29.5			55.6	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	42.5	14.0	49.5	14.0	42.5	21.0	42.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	38.5	10.0	45.5	10.0	38.5	17.0	38.5				
Max Q Clear Time (g_c+I1), s	5.4	15.3	3.0	11.8	5.2	25.2	18.5	2.2				
Green Ext Time (p_c), s	0.0	3.1	0.0	2.3	0.0	2.8	0.0	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											39.9	
HCM 6th LOS											D	

# HCM 6th Signalized Intersection Summary

## 2: Tennessee St/SR-210 NB Ramps & San Bernardino Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↖	↑↑		↖	↗	
Traffic Volume (veh/h)	109	462	134	34	582	295	60	343	70	155	20	79
Future Volume (veh/h)	109	462	134	34	582	295	60	343	70	155	20	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	122	519	151	38	654	331	67	385	79	174	22	89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	725	614	97	682	578	120	838	170	175	103	416
Arrive On Green	0.17	0.81	0.81	0.06	0.38	0.38	0.07	0.30	0.30	0.11	0.33	0.33
Sat Flow, veh/h	2956	1800	1525	1619	1800	1525	1619	2831	575	1619	312	1261
Grp Volume(v), veh/h	122	519	151	38	654	331	67	231	233	174	0	111
Grp Sat Flow(s),veh/h/ln	1478	1800	1525	1619	1800	1525	1619	1710	1696	1619	0	1573
Q Serve(g_s), s	4.5	15.9	2.9	2.7	42.5	20.6	4.8	13.2	13.4	12.9	0.0	6.1
Cycle Q Clear(g_c), s	4.5	15.9	2.9	2.7	42.5	20.6	4.8	13.2	13.4	12.9	0.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.80
Lane Grp Cap(c), veh/h	246	725	614	97	683	578	120	506	502	175	0	519
V/C Ratio(X)	0.50	0.72	0.25	0.39	0.96	0.57	0.56	0.46	0.46	0.99	0.00	0.21
Avail Cap(c_a), veh/h	246	725	614	135	683	578	135	506	502	175	0	519
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.7	8.5	7.3	54.3	36.3	29.5	53.6	34.4	34.5	53.4	0.0	29.0
Incr Delay (d2), s/veh	1.2	4.8	0.8	2.6	25.6	4.1	4.0	3.0	3.1	65.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.0	1.0	1.2	22.5	8.0	2.1	5.8	5.9	8.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	13.3	8.0	56.9	61.9	33.6	57.6	37.4	37.6	118.9	0.0	29.9
LnGrp LOS	D	B	A	E	E	C	E	D	D	F	A	C
Approach Vol, veh/h		792			1023			531				285
Approach Delay, s/veh		17.8			52.6			40.0				84.3
Approach LOS		B			D			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	52.3	12.9	43.6	14.0	49.5	17.0	39.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	40.0	45.5	10.0	38.5	10.0	45.5	13.0	35.5				
Max Q Clear Time (g_c+1), s	11.2	17.9	6.8	8.1	6.5	44.5	14.9	15.4				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.6	0.1	0.5	0.0	2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay												43.0
HCM 6th LOS												D

HCM 6th TWSC  
 3: Tennessee St & Pennsylvania Ave.

09/21/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	13	460	6	4	185
Future Vol, veh/h	20	13	460	6	4	185
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	22	14	500	7	4	201

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	713	504	0	0	507	0
Stage 1	504	-	-	-	-	-
Stage 2	209	-	-	-	-	-
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	572	-	-	1068	-
Stage 1	611	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	399	572	-	-	1068	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	828	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	1068
HCM Lane V/C Ratio	-	-	0.079	0.004
HCM Control Delay (s)	-	-	13.6	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0



HCM 6th TWSC  
4: Tennessee St & Dwy. 1

09/21/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	66	49	417	33	22	183
Future Vol, veh/h	66	49	417	33	22	183
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	72	53	453	36	24	199

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	718	471	0	0	489
Stage 1	471	-	-	-	-
Stage 2	247	-	-	-	-
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	399	597	-	-	1085
Stage 1	632	-	-	-	-
Stage 2	799	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	389	597	-	-	1085
Mov Cap-2 Maneuver	389	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	779	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	457	1085
HCM Lane V/C Ratio	-	-	0.274	0.022
HCM Control Delay (s)	-	-	15.8	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1

# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	40	245	149	133	434	108	146	291	99	87	143	16
Future Volume (veh/h)	40	245	149	133	434	108	146	291	99	87	143	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	43	261	159	141	462	115	155	310	105	93	152	17
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	113	1074	479	210	521	130	162	533	452	162	533	452
Arrive On Green	0.07	0.31	0.31	0.13	0.37	0.37	0.03	0.10	0.10	0.10	0.30	0.30
Sat Flow, veh/h	1619	3420	1525	1619	1391	346	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	43	261	159	141	0	577	155	310	105	93	152	17
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1738	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	2.5	5.7	5.9	8.3	0.0	31.1	9.6	16.5	6.4	5.5	6.5	0.8
Cycle Q Clear(g_c), s	2.5	5.7	5.9	8.3	0.0	31.1	9.6	16.5	6.4	5.5	6.5	0.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1074	479	210	0	650	162	533	452	162	533	452
V/C Ratio(X)	0.38	0.24	0.33	0.67	0.00	0.89	0.96	0.58	0.23	0.57	0.29	0.04
Avail Cap(c_a), veh/h	162	1074	479	210	0	650	162	533	452	162	533	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	25.5	14.3	41.5	0.0	29.3	48.1	39.2	34.6	43.0	27.1	25.1
Incr Delay (d2), s/veh	2.1	0.5	1.9	7.9	0.0	16.4	57.6	4.5	1.2	4.9	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.3	2.9	3.7	0.0	15.3	6.6	8.5	2.5	2.4	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	26.0	16.1	49.4	0.0	45.7	105.7	43.7	35.8	47.8	28.4	25.2
LnGrp LOS	D	C	B	D	A	D	F	D	D	D	C	C
Approach Vol, veh/h		463			718			570			262	
Approach Delay, s/veh		24.5			46.5			59.1			35.1	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.4	14.0	33.6	11.0	41.4	14.0	33.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	31.4	10.0	29.6	10.0	34.4	10.0	29.6				
Max Q Clear Time (g_c+I1), s	10.3	7.9	11.6	8.5	4.5	33.1	7.5	18.5				
Green Ext Time (p_c), s	0.1	2.1	0.0	0.7	0.0	0.5	0.0	1.5				

### Intersection Summary

HCM 6th Ctrl Delay	43.5
HCM 6th LOS	D

# HCM 6th Signalized Intersection Summary

## 6: Tennessee St & I-10 WB Ramps

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↔		↕	↕↔			↕↔	
Traffic Volume (veh/h)	0	0	0	210	4	147	219	485	0	0	364	119
Future Volume (veh/h)	0	0	0	210	4	147	219	485	0	0	364	119
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1800	1800	1800	1700	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				216	4	152	226	500	0	0	375	123
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				271	6	236	255	2606	0	0	1433	464
Arrive On Green				0.16	0.16	0.16	0.32	1.00	0.00	0.00	1.00	1.00
Sat Flow, veh/h				1714	39	1492	1619	3510	0	0	2630	822
Grp Volume(v), veh/h				216	0	156	226	500	0	0	251	247
Grp Sat Flow(s),veh/h/ln				1714	0	1531	1619	1710	0	0	1710	1652
Q Serve(g_s), s				12.1	0.0	9.5	13.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				12.1	0.0	9.5	13.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		0.97	1.00		0.00	0.00		0.50
Lane Grp Cap(c), veh/h				271	0	242	255	2606	0	0	965	932
V/C Ratio(X)				0.80	0.00	0.64	0.89	0.19	0.00	0.00	0.26	0.27
Avail Cap(c_a), veh/h				429	0	383	518	2606	0	0	965	932
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	0.92	0.92
Uniform Delay (d), s/veh				40.5	0.0	39.5	33.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.5	0.0	2.9	8.9	0.1	0.0	0.0	0.6	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.5	0.0	3.7	4.8	0.1	0.0	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.0	0.0	42.3	42.3	0.1	0.0	0.0	0.6	0.6
LnGrp LOS				D	A	D	D	A	A	A	A	A
Approach Vol, veh/h					372			726			498	
Approach Delay, s/veh					44.5			13.3			0.6	
Approach LOS					D			B			A	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.2			19.8	60.4		19.8				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		67.0			32.0	31.0		25.0				
Max Q Clear Time (g_c+I1), s		2.0			15.3	2.0		14.1				
Green Ext Time (p_c), s		3.5			0.5	3.0		1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

# HCM 6th Signalized Intersection Summary

## 7: Tennessee St & I-10 EB Ramps

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕		↕	↕↕	
Traffic Volume (veh/h)	167	149	364	0	0	0	0	537	181	113	461	0
Future Volume (veh/h)	167	149	364	0	0	0	0	537	181	113	461	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	178	159	387				0	571	193	120	490	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	267	239	440				0	1004	339	310	2161	0
Arrive On Green	0.29	0.29	0.29				0.00	0.13	0.13	0.38	1.00	0.00
Sat Flow, veh/h	926	827	1525				0	2601	847	1619	3510	0
Grp Volume(v), veh/h	337	0	387				0	388	376	120	490	0
Grp Sat Flow(s),veh/h/ln	1754	0	1525				0	1710	1648	1619	1710	0
Q Serve(g_s), s	16.9	0.0	24.2				0.0	21.3	21.4	5.4	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	24.2				0.0	21.3	21.4	5.4	0.0	0.0
Prop In Lane	0.53		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	506	0	440				0	684	659	310	2161	0
V/C Ratio(X)	0.67	0.00	0.88				0.00	0.57	0.57	0.39	0.23	0.00
Avail Cap(c_a), veh/h	579	0	503				0	684	659	310	2161	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	2.00	2.00	1.00
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.92	0.92	0.97	0.97	0.00
Uniform Delay (d), s/veh	31.4	0.0	33.9				0.0	35.3	35.3	26.6	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	15.0				0.0	3.1	3.3	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	10.6				0.0	10.3	9.9	1.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	48.9				0.0	38.4	38.6	27.3	0.2	0.0
LnGrp LOS	C	A	D				A	D	D	C	A	A
Approach Vol, veh/h		724						764			610	
Approach Delay, s/veh		41.9						38.5			5.6	
Approach LOS		D						D			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	33.2	44.0	32.8	67.2								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	15.0	40.0	33.0	59.0								
Max Q Clear Time (g_c+1), s	17.4	23.4	26.2	2.0								
Green Ext Time (p_c), s	0.1	4.2	2.6	3.4								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

# HCM 6th Signalized Intersection Summary

## 8: Tennessee St & Colton Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	113	24	51	208	93	34	563	49	154	521	150
Future Volume (veh/h)	62	113	24	51	208	93	34	563	49	154	521	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	120	26	54	221	99	36	599	52	164	554	160
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	136	385	81	126	304	131	102	1617	140	190	1473	424
Arrive On Green	0.08	0.14	0.14	0.08	0.13	0.13	0.06	0.51	0.51	0.23	1.00	1.00
Sat Flow, veh/h	1619	2810	593	1619	2323	1006	1619	3184	276	1619	2620	754
Grp Volume(v), veh/h	66	72	74	54	161	159	36	321	330	164	361	353
Grp Sat Flow(s),veh/h/ln	1619	1710	1693	1619	1710	1619	1619	1710	1750	1619	1710	1664
Q Serve(g_s), s	3.9	3.8	4.0	3.2	9.0	9.5	2.1	11.4	11.4	9.7	0.0	0.0
Cycle Q Clear(g_c), s	3.9	3.8	4.0	3.2	9.0	9.5	2.1	11.4	11.4	9.7	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.62	1.00		0.16	1.00		0.45
Lane Grp Cap(c), veh/h	136	234	232	126	223	212	102	868	889	190	961	936
V/C Ratio(X)	0.49	0.31	0.32	0.43	0.72	0.75	0.35	0.37	0.37	0.86	0.38	0.38
Avail Cap(c_a), veh/h	162	470	466	162	470	445	162	868	889	259	961	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.99	0.99	0.99
Uniform Delay (d), s/veh	43.7	38.9	38.9	44.0	41.7	41.9	44.9	14.9	14.9	37.5	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.7	0.8	2.3	4.3	5.4	1.8	1.1	1.1	19.1	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.6	1.7	1.3	4.0	4.0	0.9	4.3	4.5	4.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	39.6	39.7	46.3	46.0	47.3	46.7	16.0	16.0	56.6	1.1	1.2
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	A	A
Approach Vol, veh/h		212			374			687			878	
Approach Delay, s/veh		41.8			46.6			17.6			11.5	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	54.8	11.8	17.7	10.3	60.2	12.4	17.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	30.5	10.0	27.5	10.0	36.5	10.0	27.5				
Max Q Clear Time (g_c+I), s	11.5	13.4	5.2	6.0	4.1	2.0	5.9	11.5				
Green Ext Time (p_c), s	0.2	3.4	0.0	0.7	0.0	4.6	0.0	1.6				

### Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

# HCM 6th Signalized Intersection Summary

## 9: Tennessee St & Redlands Blvd

09/21/2022



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	162	26	46	272	62	44	543	27	114	511	24
Future Volume (veh/h)	27	162	26	46	272	62	44	543	27	114	511	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	29	174	28	49	292	67	47	584	29	123	549	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	240	38	163	366	83	105	1366	71	156	735	36
Arrive On Green	0.05	0.08	0.08	0.10	0.13	0.13	0.43	0.43	0.43	0.26	0.26	0.26
Sat Flow, veh/h	1619	2958	468	1619	2771	626	242	3152	164	597	2810	139
Grp Volume(v), veh/h	29	99	103	49	178	181	347	0	313	365	0	333
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1619	1710	1687	1788	0	1770	1770	0	1775
Q Serve(g_s), s	2.3	7.4	7.6	3.6	13.1	13.5	17.7	0.0	15.8	24.9	0.0	22.2
Cycle Q Clear(g_c), s	2.3	7.4	7.6	3.6	13.1	13.5	17.7	0.0	15.8	24.9	0.0	22.2
Prop In Lane	1.00		0.27	1.00		0.37	0.14		0.09	0.34		0.08
Lane Grp Cap(c), veh/h	81	139	139	163	226	223	775	0	768	463	0	464
V/C Ratio(X)	0.36	0.72	0.74	0.30	0.79	0.81	0.45	0.00	0.41	0.79	0.00	0.72
Avail Cap(c_a), veh/h	125	395	396	163	395	389	775	0	768	463	0	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	59.7	58.3	58.4	54.2	54.7	54.8	25.9	0.0	25.3	44.7	0.0	43.6
Incr Delay (d2), s/veh	2.7	6.7	7.4	1.0	6.1	6.9	1.9	0.0	1.6	12.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0	3.4	3.5	1.5	6.0	6.1	7.8	0.0	6.9	12.3	0.0	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.4	65.0	65.8	55.2	60.8	61.8	27.8	0.0	26.9	56.7	0.0	52.3
LnGrp LOS	E	E	E	E	E	E	C	A	C	E	A	D
Approach Vol, veh/h		231			408			660			698	
Approach Delay, s/veh		65.0			60.6			27.4			54.6	
Approach LOS		E			E			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		60.4	17.1	14.5		38.0	10.5	21.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		40.0	10.0	30.0		34.0	10.0	30.0				
Max Q Clear Time (g_c+I1), s		19.7	5.6	9.6		26.9	4.3	15.5				
Green Ext Time (p_c), s		3.7	0.0	0.9		2.3	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											48.0	
HCM 6th LOS											D	



# HCM 6th Signalized Intersection Summary

## 1: Citrus Plaza Dr/SR-210 SB Ramps & San Bernardino Ave

09/21/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	680	98	127	289	120	44	58	320	181	265	125
Future Volume (veh/h)	107	680	98	127	289	120	44	58	320	181	265	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	119	756	109	141	321	133	49	64	356	201	294	139
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	140	1040	464	167	578	489	130	578	646	225	862	398
Arrive On Green	0.09	0.30	0.30	0.21	0.64	0.64	0.08	0.32	0.32	0.14	0.38	0.38
Sat Flow, veh/h	1619	3420	1525	1619	1800	1525	1619	1800	1525	1619	2273	1048
Grp Volume(v), veh/h	119	756	109	141	321	133	49	64	356	201	219	214
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	1800	1525	1619	1800	1525	1619	1710	1611
Q Serve(g_s), s	8.7	23.7	6.4	10.0	11.9	4.5	3.4	3.0	8.7	14.6	11.0	11.4
Cycle Q Clear(g_c), s	8.7	23.7	6.4	10.0	11.9	4.5	3.4	3.0	8.7	14.6	11.0	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	140	1040	464	167	578	489	130	578	646	225	648	611
V/C Ratio(X)	0.85	0.73	0.23	0.85	0.56	0.27	0.38	0.11	0.55	0.89	0.34	0.35
Avail Cap(c_a), veh/h	140	1040	464	167	578	489	135	578	646	229	648	611
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	37.3	31.3	46.7	16.7	15.4	52.3	28.7	26.0	50.8	26.5	26.7
Incr Delay (d2), s/veh	36.8	4.4	1.2	23.3	2.7	0.9	1.8	0.4	3.4	32.6	1.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	10.2	2.5	4.6	4.0	1.6	1.5	1.4	8.1	7.9	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.8	41.7	32.5	70.0	19.4	16.4	54.1	29.1	29.3	83.4	27.9	28.2
LnGrp LOS	F	D	C	E	B	B	D	C	C	F	C	C
Approach Vol, veh/h		984			595			469			634	
Approach Delay, s/veh		46.6			30.7			31.9			45.6	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	40.5	13.6	49.5	14.4	42.5	20.6	42.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	12.0	36.5	10.0	45.5	10.0	38.5	17.0	38.5				
Max Q Clear Time (g_c+I1), s	12.0	25.7	5.4	13.4	10.7	13.9	16.6	10.7				
Green Ext Time (p_c), s	0.0	3.8	0.0	2.7	0.0	2.1	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.3									
HCM 6th LOS			D									



# HCM 6th Signalized Intersection Summary

## 2: Tennessee St/SR-210 NB Ramps & San Bernardino Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑		↖	↖	
Traffic Volume (veh/h)	437	520	223	49	347	175	87	422	71	185	13	102
Future Volume (veh/h)	437	520	223	49	347	175	87	422	71	185	13	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	465	553	237	52	369	186	93	449	76	197	14	109
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	443	694	588	111	548	464	129	866	146	189	59	458
Arrive On Green	0.25	0.64	0.64	0.07	0.30	0.30	0.08	0.30	0.30	0.12	0.33	0.33
Sat Flow, veh/h	2956	1800	1525	1619	1800	1525	1619	2929	493	1619	177	1376
Grp Volume(v), veh/h	465	553	237	52	369	186	93	261	264	197	0	123
Grp Sat Flow(s),veh/h/ln	1478	1800	1525	1619	1800	1525	1619	1710	1711	1619	0	1552
Q Serve(g_s), s	18.0	27.0	9.0	3.7	21.5	8.5	6.7	15.2	15.4	14.0	0.0	6.9
Cycle Q Clear(g_c), s	18.0	27.0	9.0	3.7	21.5	8.5	6.7	15.2	15.4	14.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.89
Lane Grp Cap(c), veh/h	443	694	588	111	548	464	129	506	506	189	0	517
V/C Ratio(X)	1.05	0.80	0.40	0.47	0.67	0.40	0.72	0.52	0.52	1.04	0.00	0.24
Avail Cap(c_a), veh/h	443	694	588	135	548	464	148	506	506	189	0	517
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	17.9	14.7	53.8	36.5	17.9	53.9	35.1	35.2	53.0	0.0	29.0
Incr Delay (d2), s/veh	48.4	6.4	1.4	3.0	6.5	2.6	13.6	3.7	3.8	77.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	8.0	2.8	1.6	10.1	3.2	3.2	6.7	6.8	9.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	24.3	16.1	56.8	43.0	20.5	67.5	38.8	39.0	130.2	0.0	30.1
LnGrp LOS	F	C	B	E	D	C	E	D	D	F	A	C
Approach Vol, veh/h		1255			607			618				320
Approach Delay, s/veh		48.3			37.3			43.2				91.7
Approach LOS		D			D			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	50.3	13.5	44.0	22.0	40.5	18.0	39.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	44.5	11.0	38.5	18.0	36.5	14.0	35.5					
Max Q Clear Time (g_c+1), s	29.0	8.7	8.9	20.0	23.5	16.0	17.4					
Green Ext Time (p_c), s	0.0	3.6	0.0	0.7	0.0	2.2	0.0	2.8				

### Intersection Summary

HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

HCM 6th TWSC  
3: Tennessee St & Pennsylvania Ave.

09/21/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	573	17	11	273
Future Vol, veh/h	10	7	573	17	11	273
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	11	8	623	18	12	297

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	953	632	0	0	641	0
Stage 1	632	-	-	-	-	-
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	290	484	-	-	953	-
Stage 1	534	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	286	484	-	-	953	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	729	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	953
HCM Lane V/C Ratio	-	-	0.054	0.013
HCM Control Delay (s)	-	-	16.1	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC  
4: Tennessee St & Dwy. 1

09/21/2022

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	50	540	84	54	229
Future Vol, veh/h	55	50	540	84	54	229
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	60	54	587	91	59	249

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1000	633	0	0	678	0
Stage 1	633	-	-	-	-	-
Stage 2	367	-	-	-	-	-
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	272	483	-	-	923	-
Stage 1	533	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	252	483	-	-	923	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	923
HCM Lane V/C Ratio	-	-	0.35	0.064
HCM Control Delay (s)	-	-	21.9	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2

# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	754	458	101	440	141	294	429	277	85	167	15
Future Volume (veh/h)	78	754	458	101	440	141	294	429	277	85	167	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	777	472	104	454	145	303	442	286	88	172	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1148	512	141	434	139	265	625	529	137	483	409
Arrive On Green	0.09	0.34	0.34	0.09	0.33	0.33	0.27	0.58	0.58	0.08	0.27	0.27
Sat Flow, veh/h	1619	3420	1525	1619	1307	418	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	80	777	472	104	0	599	303	442	286	88	172	15
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1725	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	5.2	21.5	21.1	6.9	0.0	36.5	18.0	19.2	12.6	5.8	8.5	0.8
Cycle Q Clear(g_c), s	5.2	21.5	21.1	6.9	0.0	36.5	18.0	19.2	12.6	5.8	8.5	0.8
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1148	512	141	0	572	265	625	529	137	483	409
V/C Ratio(X)	0.54	0.68	0.92	0.74	0.00	1.05	1.14	0.71	0.54	0.64	0.36	0.04
Avail Cap(c_a), veh/h	147	1148	512	147	0	572	265	625	529	147	483	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	31.4	14.6	49.0	0.0	36.8	40.0	19.1	17.7	48.7	32.6	29.7
Incr Delay (d2), s/veh	4.1	3.2	24.5	16.9	0.0	50.4	98.4	6.3	3.7	8.3	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.1	10.1	3.4	0.0	22.8	13.3	6.7	4.0	2.6	3.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	34.6	39.1	65.9	0.0	87.1	138.4	25.5	21.5	57.0	34.6	29.9
LnGrp LOS	D	C	D	E	A	F	F	C	C	E	C	C
Approach Vol, veh/h		1329			703			1031			275	
Approach Delay, s/veh		37.2			84.0			57.5			41.5	
Approach LOS		D			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	40.9	22.0	33.5	14.0	40.5	13.3	42.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	36.5	18.0	29.5	10.0	36.5	10.0	37.5				
Max Q Clear Time (g_c+I1), s	8.9	23.5	20.0	10.5	7.2	38.5	7.8	21.2				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.8	0.0	0.0	0.0	3.3				

### Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

# HCM 6th Signalized Intersection Summary

## 6: Tennessee St & I-10 WB Ramps

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Volume (veh/h)	0	0	0	146	8	256	193	837	0	0	640	108
Future Volume (veh/h)	0	0	0	146	8	256	193	837	0	0	640	108
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No				No
Adj Sat Flow, veh/h/ln				1800	1800	1800	1700	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				160	9	281	212	920	0	0	703	119
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				331	19	311	450	2475	0	0	1197	202
Arrive On Green				0.20	0.20	0.20	0.56	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1627	92	1525	1619	3510	0	0	3016	495
Grp Volume(v), veh/h				169	0	281	212	920	0	0	411	411
Grp Sat Flow(s),veh/h/ln				1719	0	1525	1619	1710	0	0	1710	1711
Q Serve(g_s), s				9.6	0.0	19.8	8.7	0.0	0.0	0.0	20.5	20.6
Cycle Q Clear(g_c), s				9.6	0.0	19.8	8.7	0.0	0.0	0.0	20.5	20.6
Prop In Lane				0.95		1.00	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				350	0	311	450	2475	0	0	700	700
V/C Ratio(X)				0.48	0.00	0.90	0.47	0.37	0.00	0.00	0.59	0.59
Avail Cap(c_a), veh/h				375	0	333	450	2475	0	0	700	700
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.49	0.49	0.00	0.00	0.74	0.74
Uniform Delay (d), s/veh				38.7	0.0	42.7	19.5	0.0	0.0	0.0	25.3	25.3
Incr Delay (d2), s/veh				1.0	0.0	25.8	0.4	0.2	0.0	0.0	2.7	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.1	0.0	9.6	2.7	0.1	0.0	0.0	8.5	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				39.7	0.0	68.6	19.9	0.2	0.0	0.0	27.9	28.0
LnGrp LOS				D	A	E	B	A	A	A	C	C
Approach Vol, veh/h					450			1132			822	
Approach Delay, s/veh					57.7			3.9			27.9	
Approach LOS					E			A			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.6			34.6	49.0		26.4				
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0				
Max Green Setting (Gmax), s		78.0			29.0	45.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0			10.7	22.6		21.8				
Green Ext Time (p_c), s		7.6			0.5	5.0		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											22.2	
HCM 6th LOS											C	

# HCM 6th Signalized Intersection Summary

## 7: Tennessee St & I-10 EB Ramps

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕		↕	↕↕	
Traffic Volume (veh/h)	365	363	346	0	0	0	0	665	154	236	550	0
Future Volume (veh/h)	365	363	346	0	0	0	0	665	154	236	550	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800				0	1800	1800	1700	1800	0
Adj Flow Rate, veh/h	392	390	372				0	715	166	254	591	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	411	424	428				0	877	203	315	1879	0
Arrive On Green	0.38	0.38	0.38				0.00	0.32	0.32	0.39	1.00	0.00
Sat Flow, veh/h	1088	1123	1131				0	2845	639	1619	3510	0
Grp Volume(v), veh/h	629	0	525				0	444	437	254	591	0
Grp Sat Flow(s),veh/h/ln	1746	0	1596				0	1710	1685	1619	1710	0
Q Serve(g_s), s	38.5	0.0	33.5				0.0	26.3	26.3	15.4	0.0	0.0
Cycle Q Clear(g_c), s	38.5	0.0	33.5				0.0	26.3	26.3	15.4	0.0	0.0
Prop In Lane	0.62		0.71				0.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	660	0	603				0	544	536	315	1879	0
V/C Ratio(X)	0.95	0.00	0.87				0.00	0.82	0.82	0.81	0.31	0.00
Avail Cap(c_a), veh/h	667	0	610				0	544	536	315	1879	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.79	0.79	0.86	0.86	0.00
Uniform Delay (d), s/veh	33.3	0.0	31.7				0.0	34.5	34.5	31.7	0.0	0.0
Incr Delay (d2), s/veh	23.8	0.0	12.8				0.0	10.3	10.4	12.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh	20.2	0.0	14.8				0.0	12.0	11.9	5.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	44.5				0.0	44.8	45.0	44.1	0.4	0.0
LnGrp LOS	E	A	D				A	D	D	D	A	A
Approach Vol, veh/h		1154						881			845	
Approach Delay, s/veh		51.4						44.9			13.5	
Approach LOS		D						D			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	35.4	39.0	45.6	64.4								
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0								
Max Green Setting (Gmax), s	21.0	35.0	42.0	60.0								
Max Q Clear Time (g_c+M), s	17.4	28.3	40.5	2.0								
Green Ext Time (p_c), s	0.2	2.9	1.0	4.2								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

# HCM 6th Signalized Intersection Summary

## 8: Tennessee St & Colton Ave

09/21/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	462	64	55	248	156	64	509	97	223	522	152
Future Volume (veh/h)	155	462	64	55	248	156	64	509	97	223	522	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	170	508	70	60	273	171	70	559	107	245	574	167
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	646	89	124	345	209	130	1143	218	268	1266	367
Arrive On Green	0.12	0.21	0.21	0.08	0.17	0.17	0.08	0.40	0.40	0.33	0.97	0.97
Sat Flow, veh/h	1619	3021	415	1619	2045	1242	1619	2865	547	1619	2615	759
Grp Volume(v), veh/h	170	287	291	60	227	217	70	333	333	245	375	366
Grp Sat Flow(s),veh/h/ln	1619	1710	1725	1619	1710	1577	1619	1710	1702	1619	1710	1663
Q Serve(g_s), s	11.3	17.4	17.6	3.9	14.0	14.6	4.6	16.0	16.1	16.0	1.4	1.4
Cycle Q Clear(g_c), s	11.3	17.4	17.6	3.9	14.0	14.6	4.6	16.0	16.1	16.0	1.4	1.4
Prop In Lane	1.00		0.24	1.00		0.79	1.00		0.32	1.00		0.46
Lane Grp Cap(c), veh/h	197	366	369	124	288	266	130	682	679	268	828	805
V/C Ratio(X)	0.86	0.78	0.79	0.49	0.79	0.82	0.54	0.49	0.49	0.91	0.45	0.45
Avail Cap(c_a), veh/h	235	521	525	147	428	394	147	682	679	324	828	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.96	0.96	0.96
Uniform Delay (d), s/veh	47.4	40.8	40.9	48.7	43.8	44.1	48.6	24.7	24.7	36.0	0.9	0.9
Incr Delay (d2), s/veh	23.6	5.0	5.2	2.9	5.7	8.1	2.8	2.0	2.1	25.5	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	7.7	7.9	1.7	6.3	6.2	1.9	6.6	6.6	6.8	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	45.9	46.1	51.7	49.6	52.2	51.4	26.7	26.8	61.6	2.6	2.7
LnGrp LOS	E	D	D	D	D	D	D	C	C	E	A	A
Approach Vol, veh/h		748			504			736			986	
Approach Delay, s/veh		51.7			51.0			29.1			17.3	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	47.9	12.4	27.5	12.8	57.3	17.4	22.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	22.0	28.5	10.0	33.5	10.0	40.5	16.0	27.5				
Max Q Clear Time (g_c+10), s	11.0	18.1	5.9	19.6	6.6	3.4	13.3	16.6				
Green Ext Time (p_c), s	0.3	2.8	0.0	2.9	0.0	4.9	0.1	1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											34.6	
HCM 6th LOS											C	

# HCM 6th Signalized Intersection Summary

## 9: Tennessee St & Redlands Blvd

09/21/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	465	45	36	233	118	41	490	45	147	441	33
Future Volume (veh/h)	48	465	45	36	233	118	41	490	45	147	441	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	52	505	49	39	253	128	45	533	49	160	479	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	105	586	57	94	398	195	83	1023	99	233	739	58
Arrive On Green	0.07	0.19	0.19	0.06	0.18	0.18	0.34	0.34	0.34	0.29	0.29	0.29
Sat Flow, veh/h	1619	3150	305	1619	2224	1090	243	3003	290	798	2530	197
Grp Volume(v), veh/h	52	273	281	39	193	188	331	0	296	353	0	322
Grp Sat Flow(s),veh/h/ln	1619	1710	1745	1619	1710	1604	1788	0	1748	1760	0	1764
Q Serve(g_s), s	4.0	20.1	20.3	3.0	13.6	14.2	19.5	0.0	17.5	23.1	0.0	20.5
Cycle Q Clear(g_c), s	4.0	20.1	20.3	3.0	13.6	14.2	19.5	0.0	17.5	23.1	0.0	20.5
Prop In Lane	1.00		0.17	1.00		0.68	0.14		0.17	0.45		0.11
Lane Grp Cap(c), veh/h	105	318	324	94	306	287	609	0	595	514	0	516
V/C Ratio(X)	0.49	0.86	0.86	0.41	0.63	0.66	0.54	0.00	0.50	0.69	0.00	0.62
Avail Cap(c_a), veh/h	137	395	403	137	395	370	609	0	595	514	0	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88
Uniform Delay (d), s/veh	58.7	51.3	51.3	59.1	49.4	49.7	34.7	0.0	34.0	40.7	0.0	39.8
Incr Delay (d2), s/veh	3.5	14.6	14.9	2.9	2.1	2.7	3.5	0.0	2.9	6.4	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.8	10.1	1.3	5.9	5.8	8.9	0.0	7.8	10.7	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	65.9	66.3	62.0	51.5	52.4	38.2	0.0	37.0	47.2	0.0	44.8
LnGrp LOS	E	E	E	E	D	D	D	A	D	D	A	D
Approach Vol, veh/h		606			420			627			675	
Approach Delay, s/veh		65.8			52.9			37.6			46.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.3	11.6	28.2		42.0	12.5	27.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		35.0	11.0	30.0		38.0	11.0	30.0				
Max Q Clear Time (g_c+1), s		21.5	5.0	22.3		25.1	6.0	16.2				
Green Ext Time (p_c), s		3.0	0.0	1.9		3.2	0.0	1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					50.1							
HCM 6th LOS					D							



# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave
























10/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	245	149	133	434	108	146	291	99	87	143	16
Future Volume (veh/h)	40	245	149	133	434	108	146	291	99	87	143	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	43	261	159	141	462	115	155	310	105	93	152	17
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	108	1135	506	235	572	142	177	499	423	162	483	409
Arrive On Green	0.07	0.33	0.33	0.15	0.41	0.41	0.11	0.28	0.28	0.10	0.27	0.27
Sat Flow, veh/h	1619	3420	1525	1619	1391	346	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	43	261	159	141	0	577	155	310	105	93	152	17
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1738	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	2.8	6.1	6.2	9.0	0.0	32.2	10.4	16.5	5.9	6.0	7.4	0.9
Cycle Q Clear(g_c), s	2.8	6.1	6.2	9.0	0.0	32.2	10.4	16.5	5.9	6.0	7.4	0.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	1135	506	235	0	714	177	499	423	162	483	409
V/C Ratio(X)	0.40	0.23	0.31	0.60	0.00	0.81	0.88	0.62	0.25	0.57	0.31	0.04
Avail Cap(c_a), veh/h	147	1135	506	235	0	714	177	499	423	162	483	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	26.6	14.5	44.0	0.0	28.6	48.3	34.7	30.9	47.3	32.2	29.8
Incr Delay (d2), s/veh	2.4	0.5	1.6	4.1	0.0	9.6	35.5	5.7	1.4	4.9	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.5	3.2	3.8	0.0	14.8	5.8	7.8	2.3	2.6	3.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	27.1	16.1	48.1	0.0	38.2	83.8	40.4	32.2	52.1	33.9	30.0
LnGrp LOS	D	C	B	D		D	F	D	C	D	C	C
Approach Vol, veh/h		463			718			570			262	
Approach Delay, s/veh		25.6			40.1			50.7			40.1	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.5	16.0	33.5	11.3	49.2	15.0	34.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	36.5	12.0	29.5	10.0	42.5	11.0	30.5				
Max Q Clear Time (g_c+I1), s	11.0	8.2	12.4	9.4	4.8	34.2	8.0	18.5				
Green Ext Time (p_c), s	0.1	2.2	0.0	0.7	0.0	2.4	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay, s/veh				39.8								
HCM 6th LOS				D								

# HCM 6th Signalized Intersection Summary

## 5: Tennessee St & Lugonia Ave

10/12/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	754	458	101	440	141	294	429	277	85	167	15
Future Volume (veh/h)	78	754	458	101	440	141	294	429	277	85	167	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	777	472	104	454	145	303	442	286	88	172	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	1220	544	131	463	148	297	630	534	128	443	375
Arrive On Green	0.08	0.36	0.36	0.08	0.35	0.35	0.18	0.35	0.35	0.08	0.25	0.25
Sat Flow, veh/h	1619	3420	1525	1619	1307	418	1619	1800	1525	1619	1800	1525
Grp Volume(v), veh/h	80	777	472	104	0	599	303	442	286	88	172	15
Grp Sat Flow(s),veh/h/ln	1619	1710	1525	1619	0	1725	1619	1800	1525	1619	1800	1525
Q Serve(g_s), s	5.7	22.7	21.1	7.6	0.0	41.2	22.0	25.4	18.0	6.4	9.6	0.9
Cycle Q Clear(g_c), s	5.7	22.7	21.1	7.6	0.0	41.2	22.0	25.4	18.0	6.4	9.6	0.9
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	1220	544	131	0	611	297	630	534	128	443	375
V/C Ratio(X)	0.59	0.64	0.87	0.80	0.00	0.98	1.02	0.70	0.54	0.69	0.39	0.04
Avail Cap(c_a), veh/h	135	1220	544	148	0	611	297	630	534	135	443	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	32.1	13.4	54.2	0.0	38.3	49.0	33.6	31.2	53.8	37.7	34.5
Incr Delay (d2), s/veh	6.8	2.5	16.9	22.8	0.0	31.9	56.3	6.1	3.6	13.0	2.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.6	9.2	3.9	0.0	22.3	13.3	11.8	7.0	3.0	4.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	34.7	30.3	77.0	0.0	70.3	105.3	39.7	34.8	66.8	40.3	34.7
LnGrp LOS	E	C	C	E		E	F	D	C	E	D	C
Approach Vol, veh/h		1329			703			1031			275	
Approach Delay, s/veh		34.6			71.3			57.6			48.5	
Approach LOS		C			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	46.8	26.0	33.5	14.0	46.5	13.5	46.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	41.5	22.0	29.5	10.0	42.5	10.0	41.5				
Max Q Clear Time (g_c+I1), s	9.6	24.7	24.0	11.6	7.7	43.2	8.4	27.4				
Green Ext Time (p_c), s	0.0	6.6	0.0	0.8	0.0	0.0	0.0	3.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay, s/veh			50.6									
HCM 6th LOS			D									