

LA QUINTA INN AND SUITES HOTEL

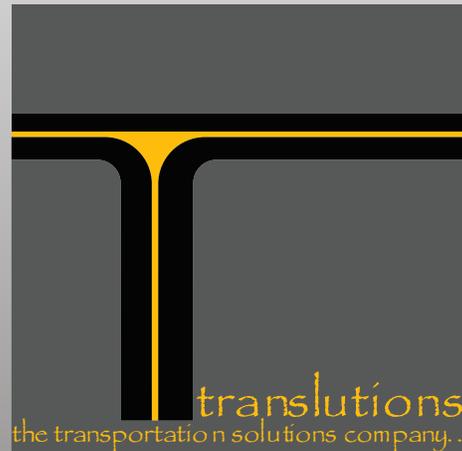
FOCUSED TRAFFIC ANALYSIS

MAY 3, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the focused traffic analysis prepared for the proposed La Quinta Inn and Suites hotel project (the project). The proposed project will be located at 1395 East Washington Street in the City of Colton (City). The proposed development will include 73 guestrooms and an indoor swimming pool.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements established by the City of Colton's "Vehicle Miles Traveled (VMT) Guidelines" (June 2020), the City of Colton's "General Plan Mobility Element", the SBCTA Congestion Management Program (CMP), and the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

The San Bernardino CMP is implemented by the San Bernardino County Transportation Authority (SBCTA). The CMP requires analysis of off-site intersections potentially affected by the project, which the CMP defines as intersections at which the project is forecast to add 50 or more peak hour trips. This report evaluates three intersections under existing and existing with project analysis scenarios and also analyzes queues and sight distances at the project driveways.

1.2 Project Location & Study Area

As stated earlier, the project is located on the 1395 East Washington Street in the City of Colton. Figure 1 shows the regional location of the project. The project proposes the construction of 73 guestrooms and an indoor swimming pool. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, this report analyzes the following three intersections for traffic operations:

1. Driveway 1 and Washington Street.
2. Driveway 2 and Washington Street. and
3. Interstate 215 Northbound On-Ramp and Washington Street.

Figure 3 illustrates intersections included in the traffic study.

1.3 Analysis Scenarios

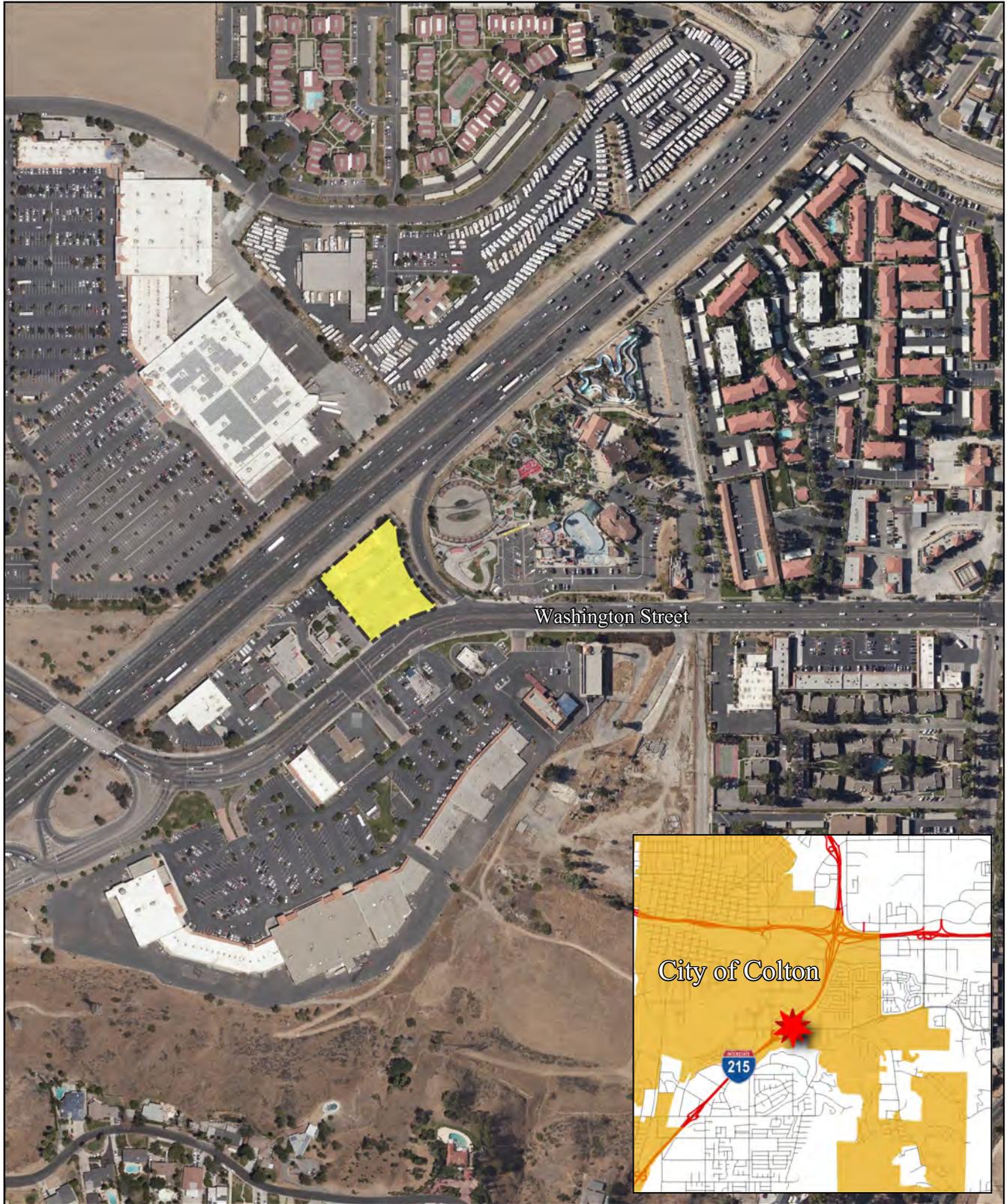
This report analyzes traffic conditions under the following scenarios:

1. Existing Conditions.
2. Existing With Project Conditions.

Consistent with the City and County guidelines, this report analyzes weekday 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.

2.0 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 to the 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.



Washington Street

City of Colton

215

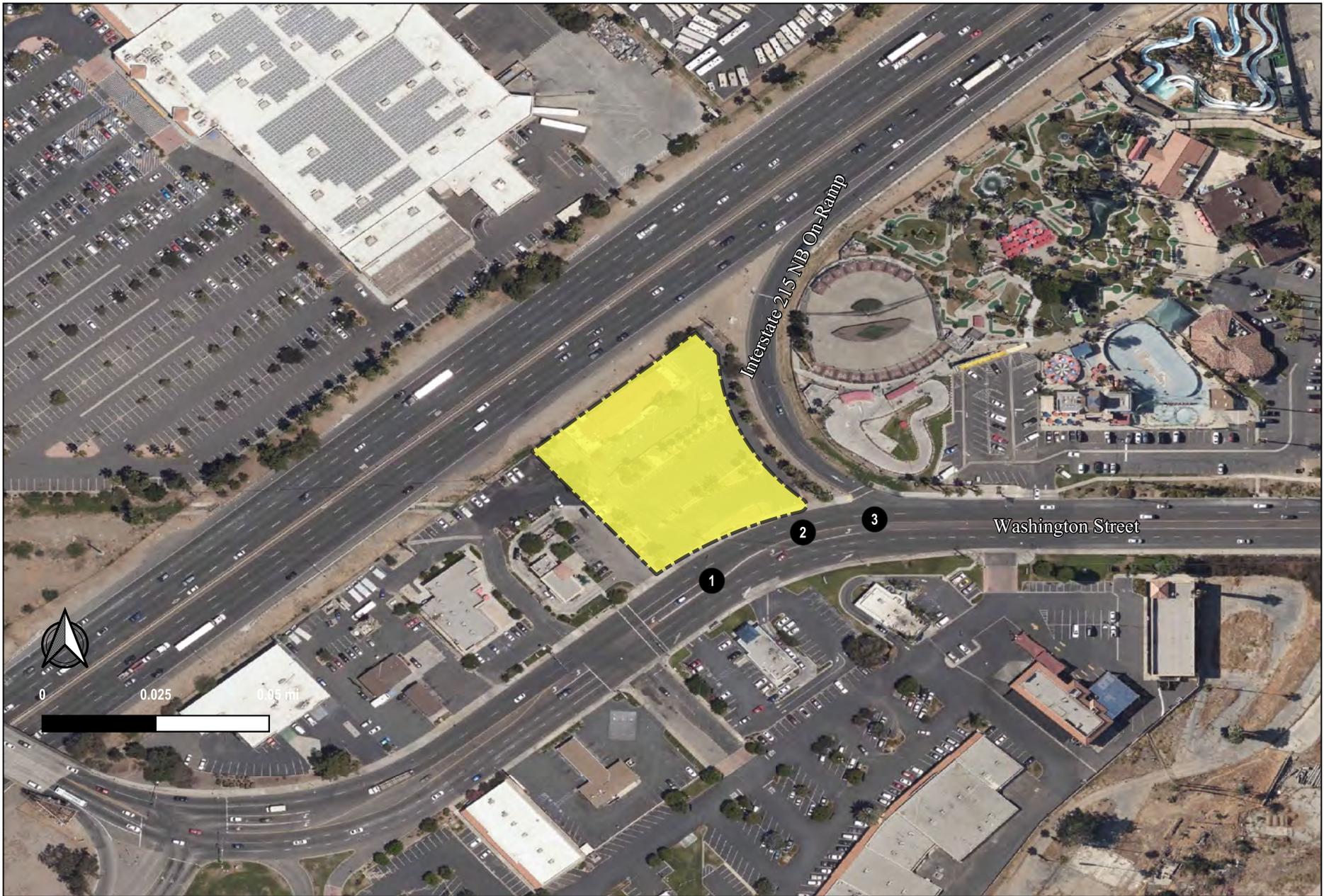
FIGURE 1

Legend

 Project Boundary

La Quinta Inn & Suites
Regional Project Location





Legend

- Project Boundary
- Study Area Intersections



FIGURE 3

**La Quinta Inn & Suites
Study Area Intersections**

2.1 Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, 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 A presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

2.2 Levels of Service Thresholds

All study intersections are under the jurisdiction of the City of Colton. The City of Colton maintains that LOS for intersections shall operate at LOS D or better. Therefore, study intersections operating at LOS E, or F are required to be operate at LOS D or better.

3.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on City and County guidelines.

3.1 Existing Traffic Volumes

Existing traffic volumes at the intersection of Interstate 215 Northbound On-Ramp and Washington Street are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in May 2018. A growth rate of 2 percent for three years (2018 to 2021) was applied to the 2018 volumes. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

3.2 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.

4.0 EXISTING CONDITIONS

This section discusses the existing without project transportation conditions in the study area.

4.1 Existing Without Project Roadway Conditions

Regional access to the project site is provided by Interstate 215 to the northwest. Local access to the project will be provided by the following roadway:

- **Washington Street** is oriented in the east-west direction and is as a 4-lane roadway.

4.2 Existing Without Project Queuing Analysis

A queuing analysis was conducted at the intersection of Interstate 215 Northbound On-Ramp/Washington Street under existing without project conditions. The 95th percentile back-of-queue lengths at the study area intersections have been reported. Table B shows the queue lengths at Interstate 215 Northbound On-Ramp/Washington Street during the a.m. and p.m. peak hours. As shown in Table B, the eastbound left-turn queue is 75 feet in the a.m. and p.m. peak hours. Although the eastbound left-turn queue fits within the available storage lane, it would block the southbound left-turn outbound traffic at Driveway 2.

4.3 Existing Without Project Intersection Levels of Service

An intersection level of service analysis was conducted for existing without project conditions to determine current circulation system performance. Figure 4 shows the lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 5. Detailed volume development worksheets are included in Appendix B. The existing 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.

Table A: Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	HCM (Delay in Seconds)	
		Unsignalized	Signalized
A	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	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
C	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
D	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
E	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
F	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

Source: *Highway Capacity Manual 6th Edition*

Table B: Existing Without and With Project Queues

Intersection	Movement	Storage Length (In Feet)	Without Project		With Project	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
			Queue Length ¹	Queue Length ¹	Queue Length ¹	Queue Length ¹
1 . Driveway 1/Washington Street	SBR	30	-	-	0	0
2 . Driveway 2/Washington Street	SBLR	30	-	-	0	0
	EBL	50	-	-	0	0
3 . I-215 Northbound On-Ramp/Washington Street	EBL	105	75	50	75	50

Notes:

Bold = Queue exceeds storage length.

¹Queues reported are 95th Percentile queue lengths per movement in feet.

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, L = Left, T = Through, R = Right.

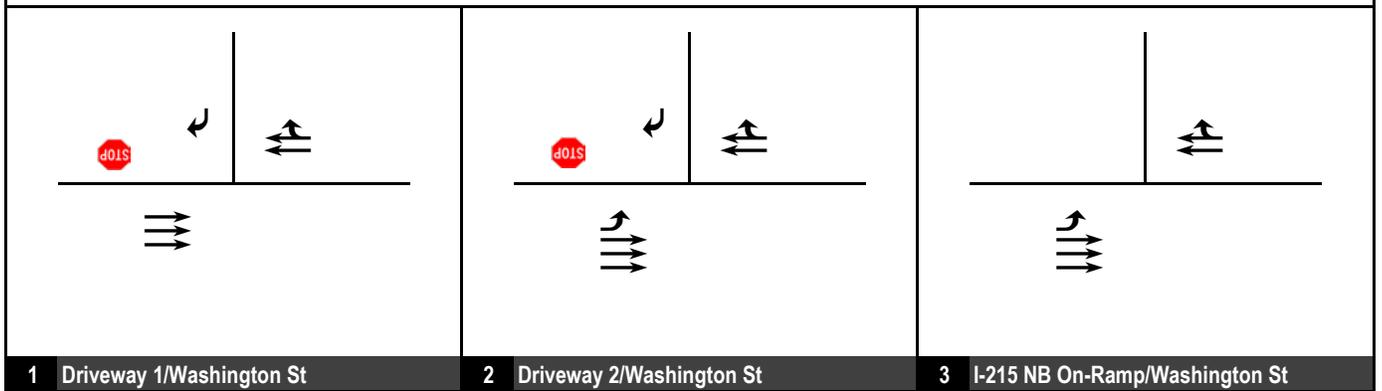
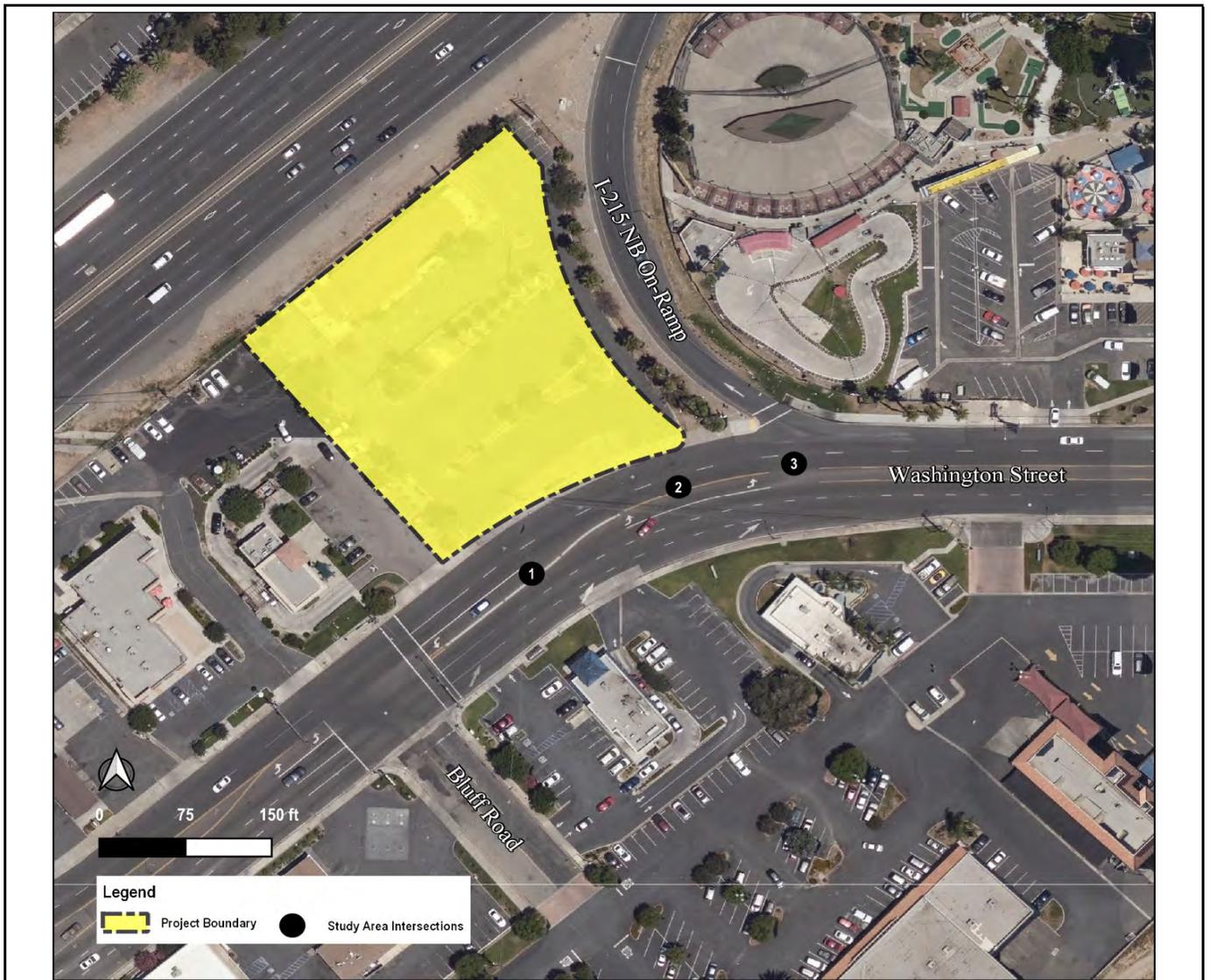


FIGURE 4

Legend

- Signal
- Stop Sign

La Quinta Inn & Suites
Existing Without and With Project Intersection Lane Geometrics and Stop Control



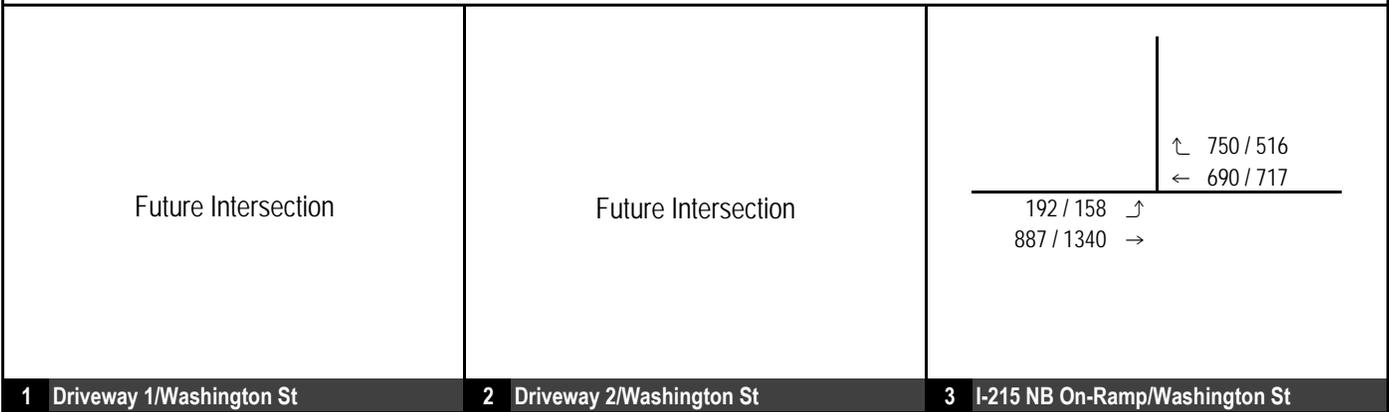
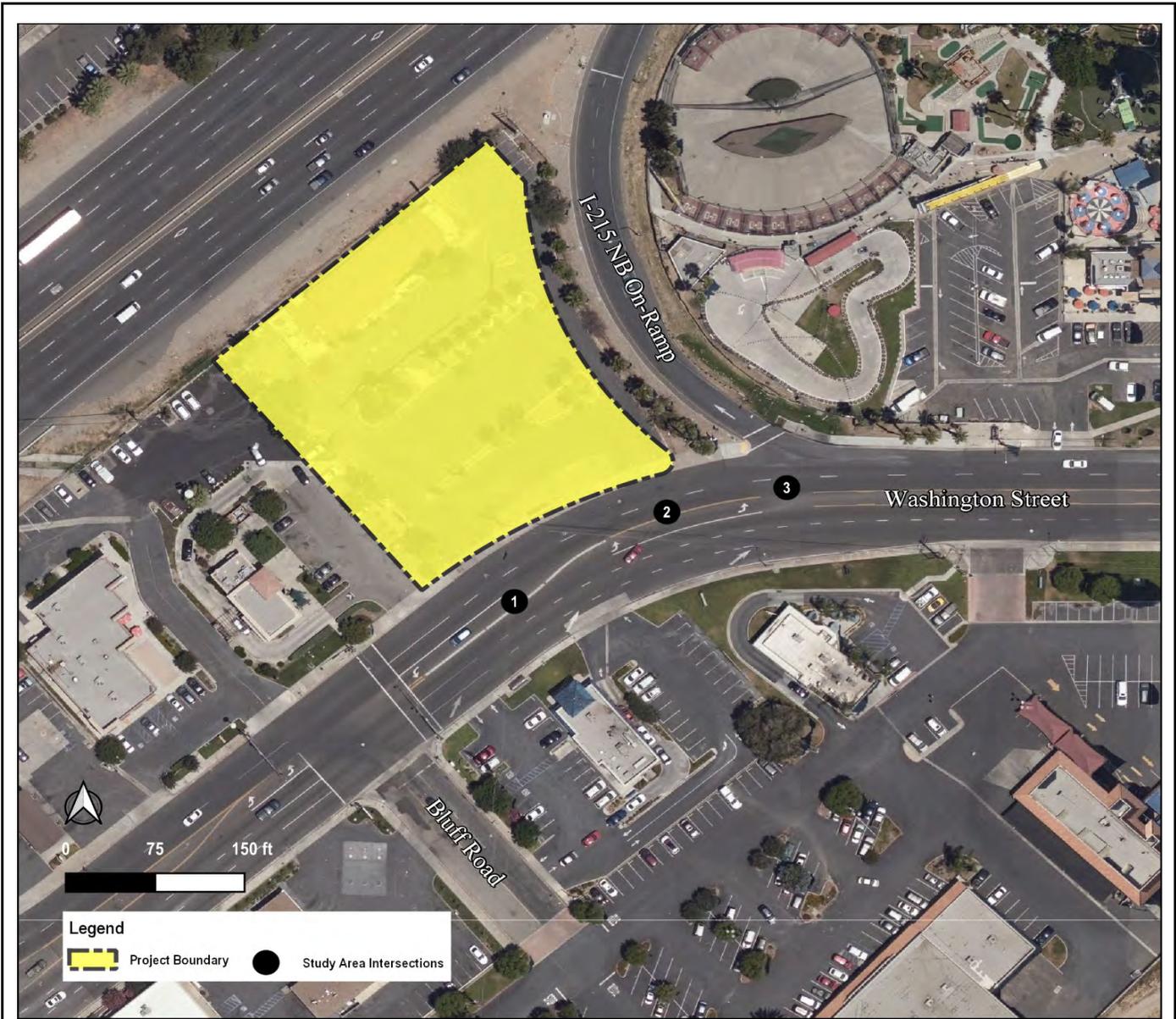


FIGURE 5

XXX / YYY AM / PM Peak Hour Traffic Volumes

**La Quinta Inn & Suites
Existing Peak Hour Traffic Volumes**



Table C: Existing Without and With Project Levels of Service

Intersection	LOS Std.	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 . Driveway 1/Washington St	D	TWSC	<i>Future Intersection</i>				11	B	10.8	B
2 . Driveway 2/Washington St	D	TWSC	<i>Future Intersection</i>				10.8	B	10.9	B
3 . I-215 NB On-Ramp/Washington St	D	TWSC	21.2	C	15.3	C	21.3	C	15.3	C

Notes:

* Exceeds LOS Standard

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

LOS = Level of Service

5.0 EXISTING WITH PROJECT CONDITIONS

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

5.1 Project Description

The project includes 73 guestrooms and an indoor swimming pool. Access to the project site will be provided at two project driveways. Driveway 1 is located towards the western part of the project and Driveway 2 is located to the eastern side. Driveway 1 will include right-in/right-out access only.

Conflicting turning movements at closely spaced intersections can present a safety concern. The existing eastbound left-turn queues at the intersection of Interstate 215 Northbound On-Ramp/Washington Street are 75 feet in the a.m. and p.m. peak hours as shown in previously referenced Table B. This queue is likely to increase as traffic grows over time. The southbound left-turning vehicles exiting the project site at Driveway 2 would be blocked by the eastbound left-turning vehicles entering the freeway on-ramp. Therefore, it is recommended that the southbound left-turning movement out of the project be restricted at Driveway 2. Access at Driveway 2 will include eastbound left-turn inbound, westbound right-turn inbound, and southbound right-turn outbound access only. Figure 2 illustrates the driveway locations for the proposed project.

5.2 Project Trip Generation

The trip generation for the proposed project is based on the trip generation rates for Land Use 312 – “Business Hotel” included in the Institute of Transportation Engineers’ (ITE) *Trip Generation*, 10th Edition. Table D shows the calculation of the project trip generation for the a.m. peak hour, p.m. peak hour, and weekday. As shown in Table D, the proposed project is forecast to generate 28 total trips in the a.m. peak hour, 23 total trips in the p.m. peak hour, and 293 daily trips.

5.3 Project Trip Distribution & Assignment

Trip distribution patterns for the proposed project were developed based on location of local and regional destinations. The distribution of project traffic includes restrictions at the driveways as discussed in section 5.1. Figure 6 shows the trip distribution for project trips. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 7 shows the project trip assignment at the study intersections.

5.4 Existing With Project Queuing Analysis

A queuing analysis was conducted at the study area intersections under existing with project conditions. The 95th percentile back-of-queue lengths at the study area intersections have been reported. Previously referenced Table B shows the queue lengths under with project conditions. As shown in Table B, all queues fit within the available storage lengths in the a.m. and p.m. peak hours.

5.5 Existing With Project Intersection Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine circulation system performance. The existing traffic with project volumes at study intersections are illustrated in Figure 8. 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 currently operating at satisfactory levels of service.

6.0 SIGHT DISTANCE ANALYSIS

Decision sight distance is the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information source or condition in a roadway environment that may be visually cluttered, recognize the condition or its potential threat, select an appropriate speed and path, and initiate and complete complex maneuvers. A sight distance

Table D - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Future Use								
Business Hotel								
Trip Generation Rates ¹	Per Room	0.16	0.23	0.39	0.18	0.14	0.32	4.02
Trip Generation	73 Rooms	12	16	28	13	10	23	293
Total Trip Generation		12	16	28	13	10	23	293

¹ Trip generation based on rates for Land Use 312 - "Business Hotel" from Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition).

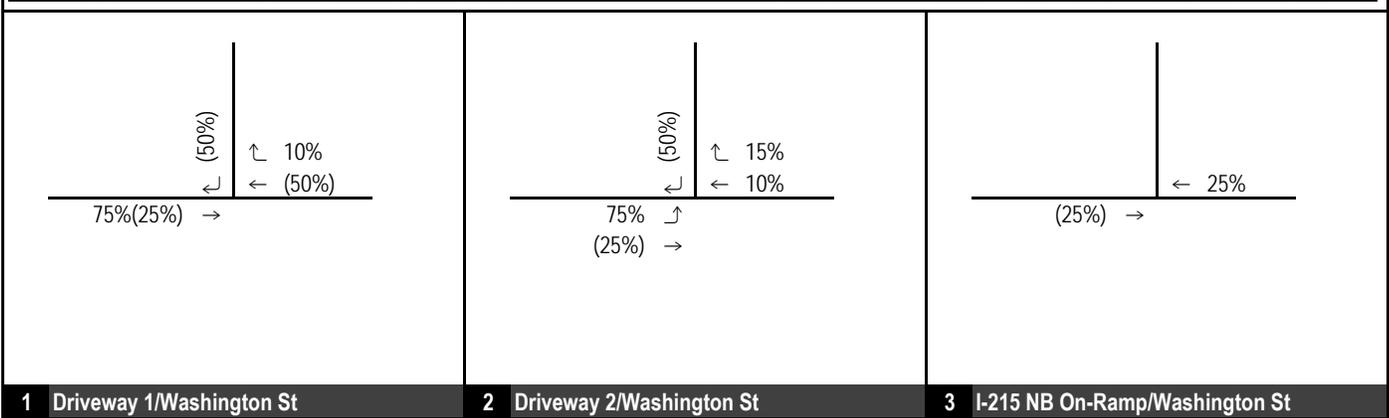
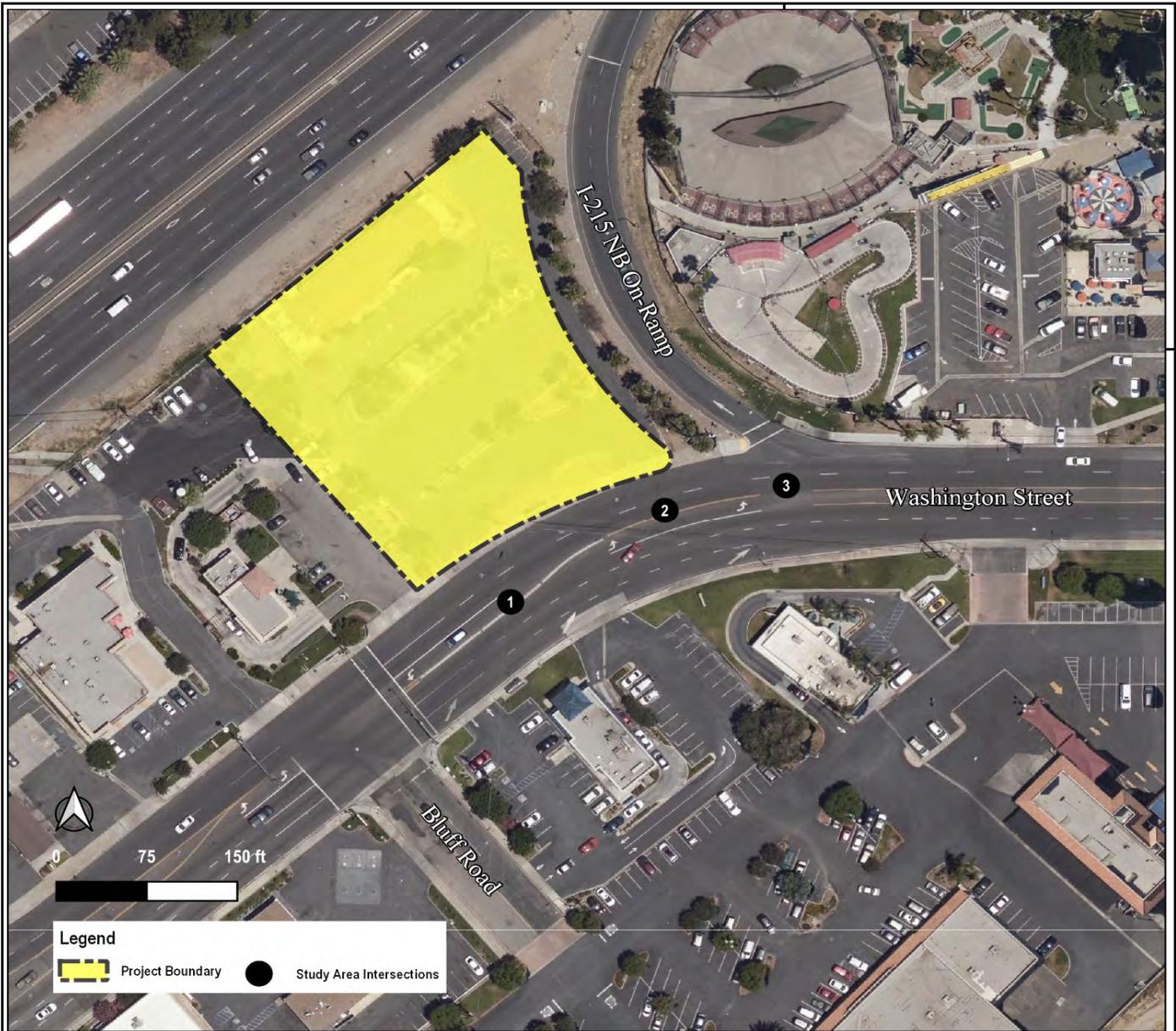


FIGURE 6

XXX%(YYY%) Inbound%(Outbound%) Percent



La Quinta Inn & Suites
Project Trip Distribution

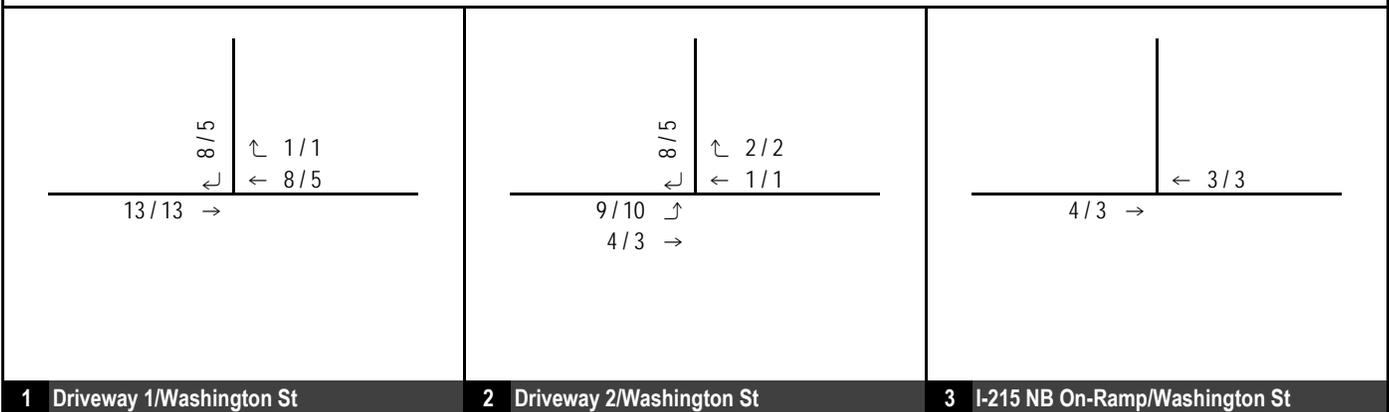
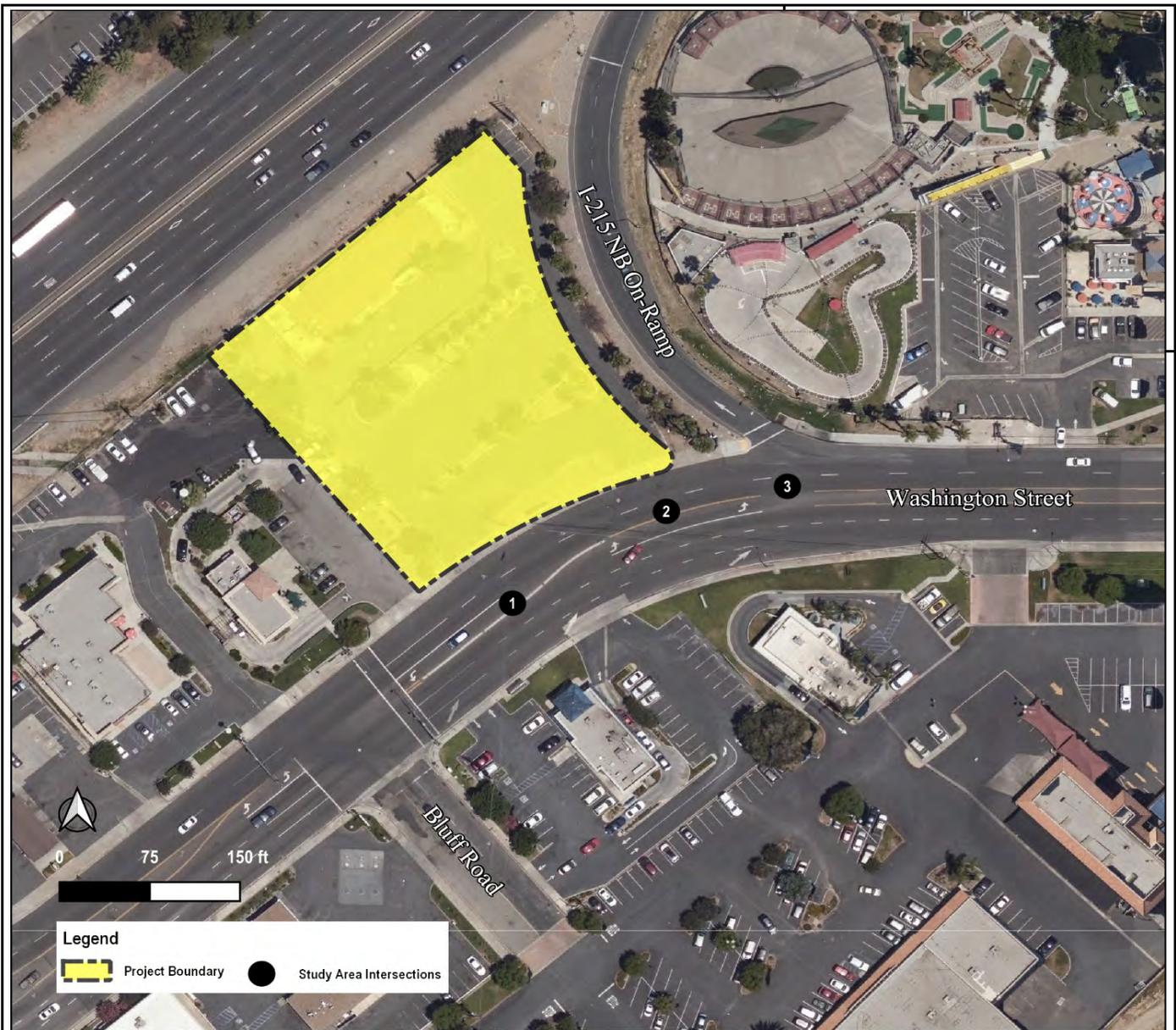


FIGURE 7

XXX / YYY AM / PM Peak Hour Trips



La Quinta Inn & Suites
Project Trip Assignment

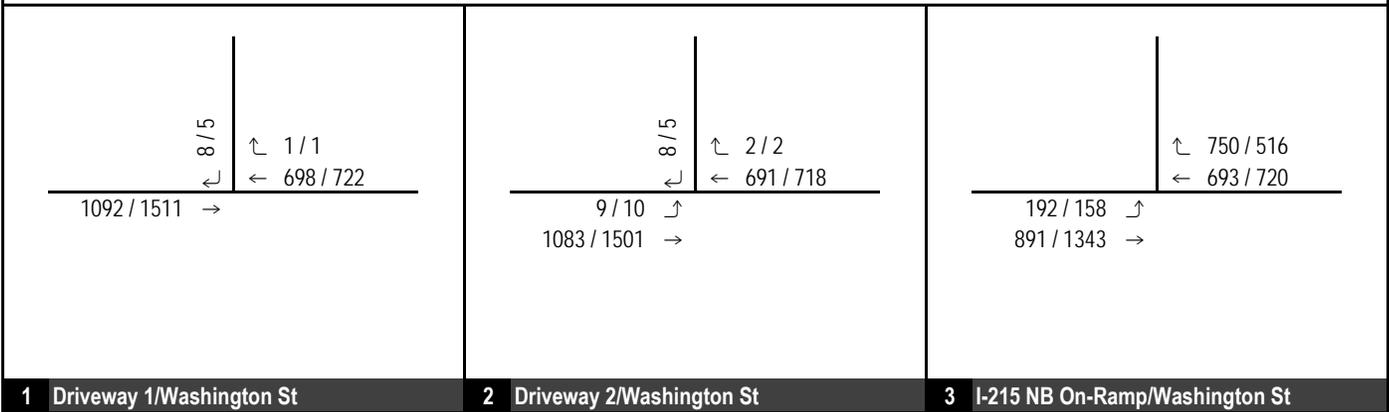
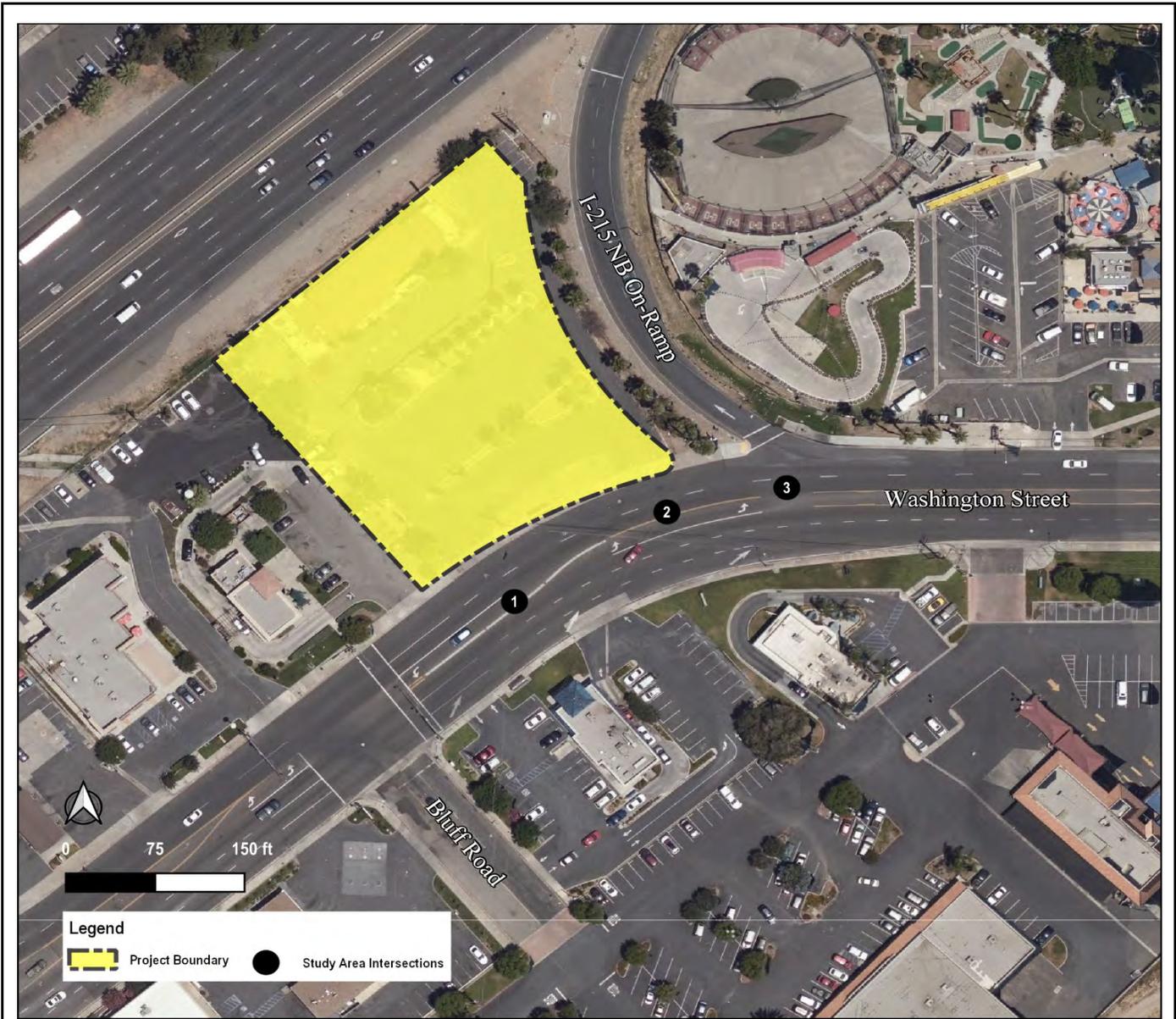


FIGURE 8

XXX / YYY AM / PM Peak Hour Traffic Volumes

La Quinta Inn & Suites
Existing With Project Peak Hour Traffic Volumes



analysis at the project driveways was conducted to determine the adequacy of sightlines on Washington Street. The sight distances are based on *A Policy on Geometric Design of Highways and Streets 6th Edition*. The speed limit on Washington Street is 40 miles per hour, however, a design speed of 50 miles per hour was used to determine the sight distances.

The decision sight distance at Driveway 1 is illustrated in Figure 9. For a right-turn outbound at Driveway 1, the sight distance needed is approximately 515 feet based on a design speed of 50 miles per hour. As shown in Figure 9, there is more than 515 feet of unobstructed sight distance at Driveway 1, to make a safe right-turn out of the project.

The decision sight distance at Driveway 2 is illustrated in Figure 10. For a right-turn outbound at Driveway 2, the sight distance needed is approximately 515 feet based on a design speed of 50 miles per hour. As shown in Figure 10, there is more than 515 feet of unobstructed sight distance at Driveway 2 to make a safe right-turn out of the project. For a left-turn outbound at Driveway 2, the sight distance needed is approximately 590 feet based on a design speed of 50 miles per hour. As shown in Figure 10, there is more than 590 feet of unobstructed sight distance at Driveway 2 to make a safe left-turn out of the project.

7.0 VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Due to the passage of SB-743 the City of Colton adopted VMT Guidelines in June 2020. The Guidelines include several screening criteria for VMT to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed VMT study.

The City of Colton VMT guidelines include several screening criteria that lead agencies can apply to screen projects from project-level assessment. The screening criteria included in the guidelines are Trip Screening, Land Use Type Screening, High Quality Transit Area Screening, and Low VMT Area Screening. These screening criteria are summarized below:

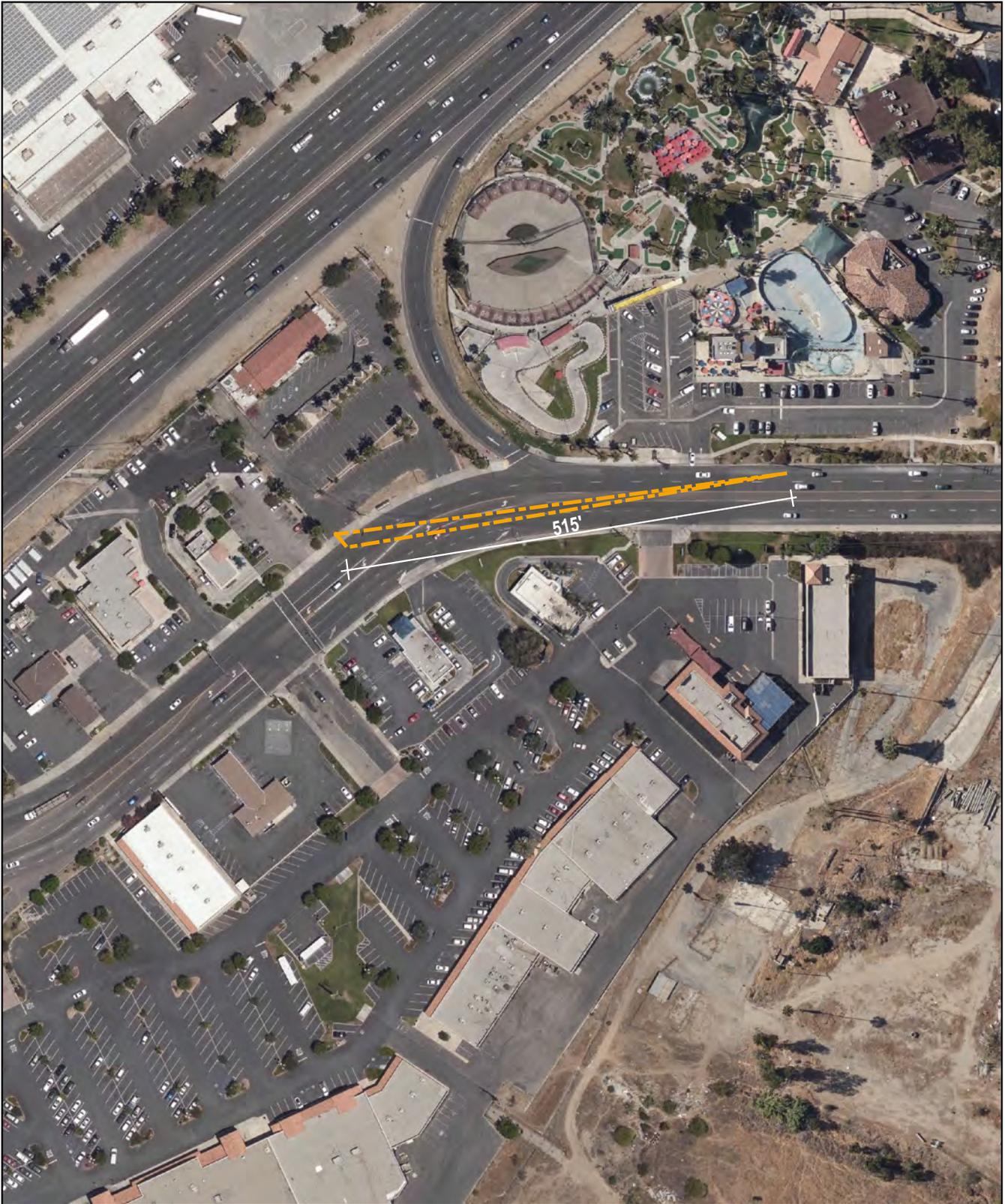
Trip Screening – The trip screening criteria maintains that a project can be assumed to generate a less than significant impact if it is found to attract less than or equal to 110 project trips per day. The 110 project trips are based off a study finding a linear relationship between gross floor area and trip generation for office buildings, where for the first 10,000 square feet of office space, there is approximately 110 trips generated. The City Guidelines also define typical project types which pass the screening criteria and are no longer required to perform a comprehensive VMT analysis. The project types are:

- 11 single family housing units.
- 16 multi-family, condominiums, or townhouse housing units.
- 10,000 square feet of office.
- 15,000 square feet of light industrial.
- 65,000 square feet of warehousing.
- 79,000 square feet of high cube transload and short-term storage warehouse.
- 12 hotel rooms.

The project does not generate less than 110 daily trips; therefore, the trip screening threshold is not applicable.

Land Use Types' Screening – The land use types' screening criteria identifies project types which are assumed to have a negligible impact upon the City's VMT. The assumption is based upon local serving projects redirecting and encouraging local traffic from traveling to further locations, lowering the VMT for the City. Project types falling under the screening criteria includes the following:

- K-12 schools.
- Local serving retail less than 50,000 square feet.
- Local parks.
- Day Care centers.



Legend

--- Right Turn Sight Triangle

FIGURE 9

**La Quinta Inn & Suites
Driveway 1 Sight Distance**





FIGURE 10

Legend

- - - Right-Turn Sight Triangle
- - - Left-Turn Sight Triangle



La Quinta Inn & Suites
Driveway 2 Sight Distance

- Local serving has stations.
- Local-serving banks.
- Student housing projects.
- Local serving community colleges.

The project land use is not included in the screening criteria; therefore, the land use type screening threshold is not applicable.

High Quality Transit Areas (HQTA) – The HQTA screening criteria maintains that projects which are located within half of a mile from an existing major transit stop or within half of a mile from an existing stop along a high-quality transit corridor are screened out from a detailed VMT study. The criteria assumes that the project service populations' primary mode of transportation will be the existing City transportation infrastructure and is therefore excluded from generating additional VMT for the project.

Figure 11 shows the City of Colton's High-Quality Transit Area locations. As shown in Figure 11, the project is not located in a High-Quality Transit Area; therefore, this screening threshold is not applicable.

Low VMT Areas – The Low VMT area screening criteria is used for the identification of low VMT areas, where the project construction's VMT generation, due to being located in an already low VMT area, is assumed to be negligible. The threshold for consideration of "low" VMT is determined to be 15% below the City of Colton's average from the 2016 baseline of 23.30 VMT.

To identify if the project is in a low VMT-generating area, the City Guidelines include a Low VMT Area screening map. Figure 12 illustrates the Low VMT Areas throughout the City. As shown in Figure 12, the project is located in a Low VMT Area. In addition, the SBCTA screening tool was also used to determine if the project is located within a Low VMT Area. The project is located at 1395 East Washington Street in the City of Colton. Figure 13 illustrates the SBCTA Low VMT Area screening tool. As shown in Figure 13, the project is located in TAZ 53789101. The VMT for the TAZ is 17.2 miles and the City VMT is 23.30 miles. The TAZ VMT is 26.48 percent lower than the City's VMT and meets the City's threshold of 15 percent below baseline conditions. Since the project meets the Low VMT Area screening threshold, the project is presumed to have a less than significant impact on VMT and no additional VMT analysis is required.

8.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted plans and policies. With implementation of the recommended improvements, the project has less than significant impacts based on the City's impact criteria. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

Based on the City's VMT Screening Tools, the project is located in a Low VMT area and the project will not require a full VMT analysis and will therefore have a less than significant impact under CEQA.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways and other project access locations will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

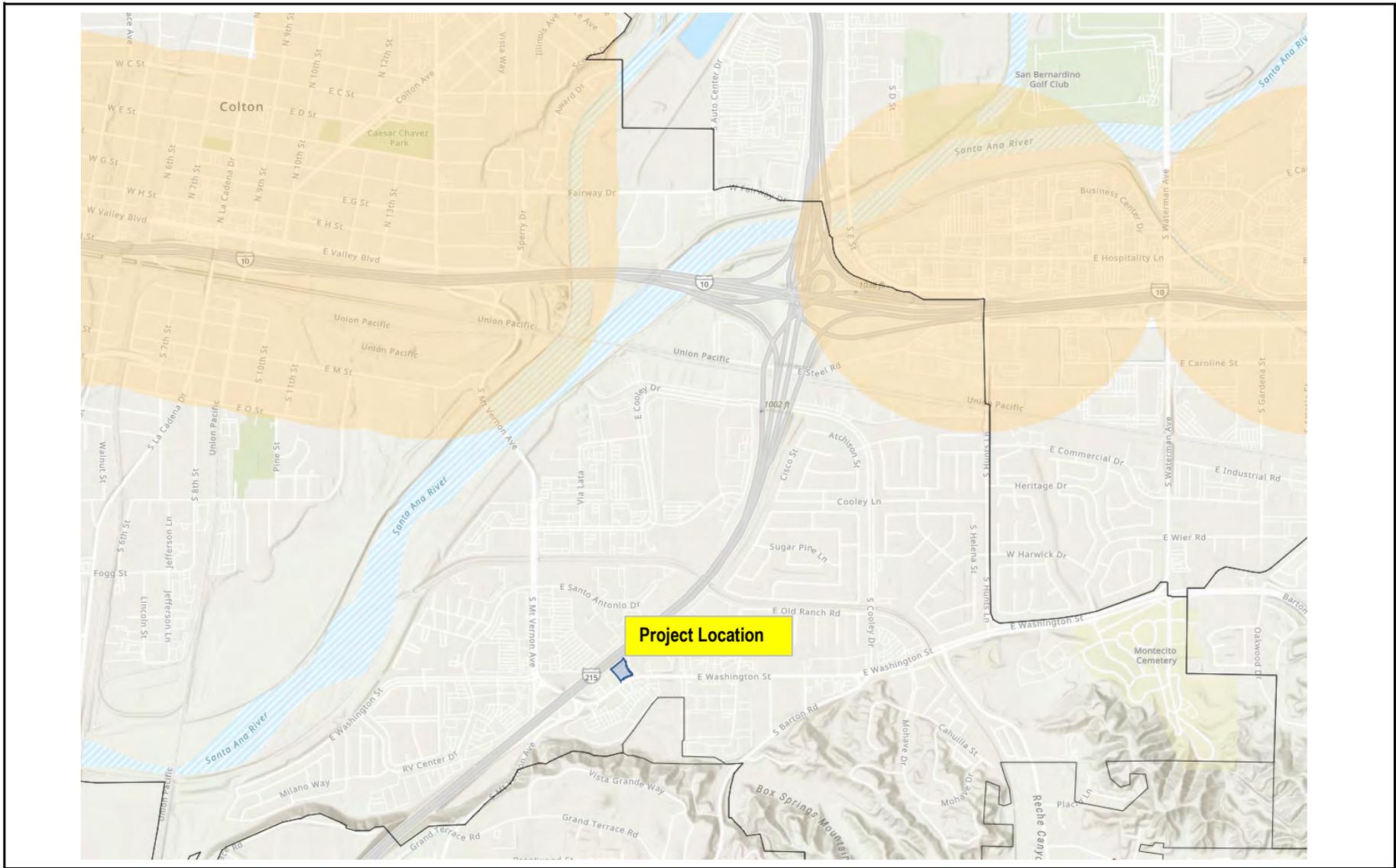


FIGURE 11

**La Quinta Inn & Suites
SBCTA High Quality Transit Areas**



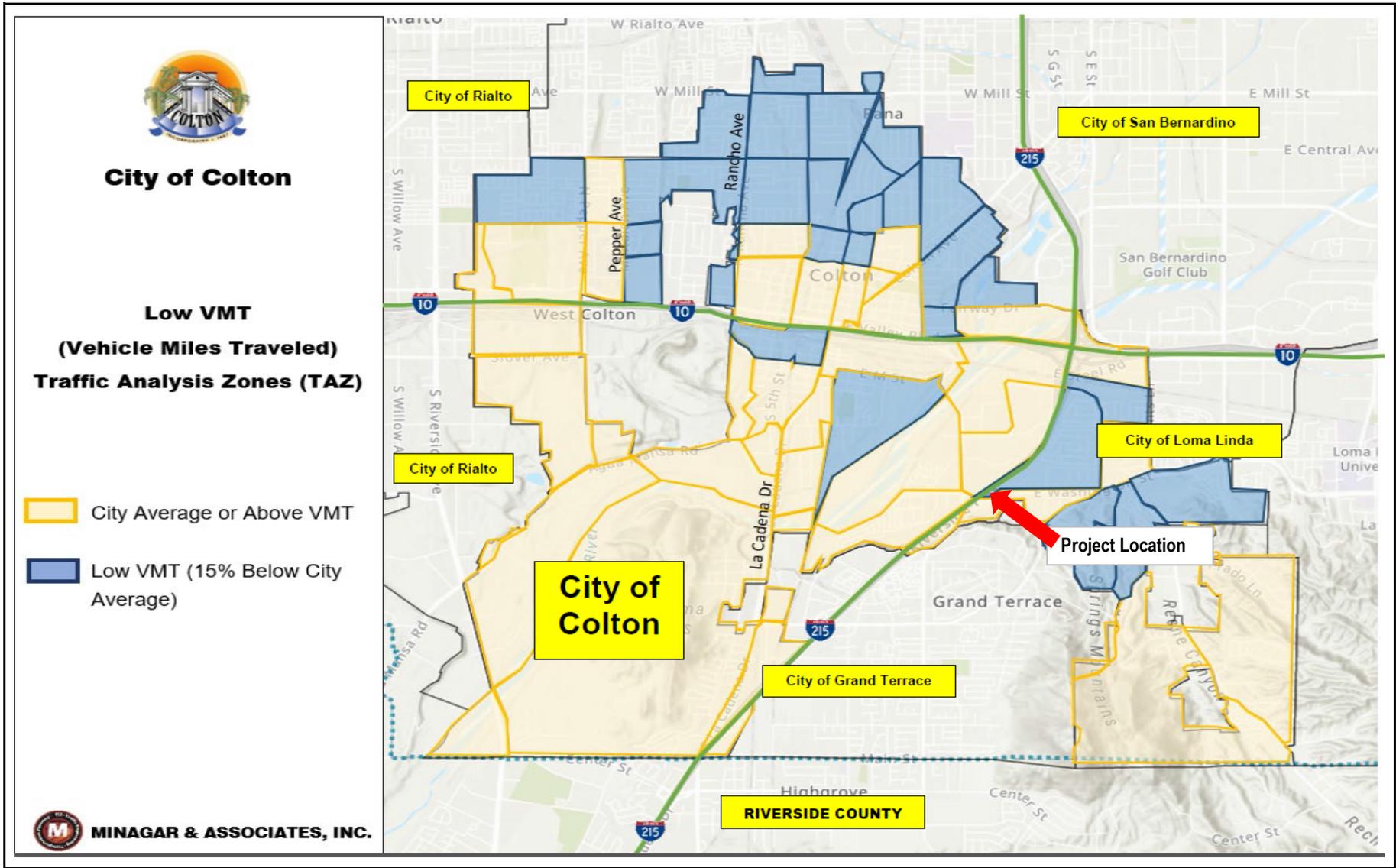


FIGURE 12

Project Location

La Quinta Inn & Suites
City of Colton Low VMT Areas



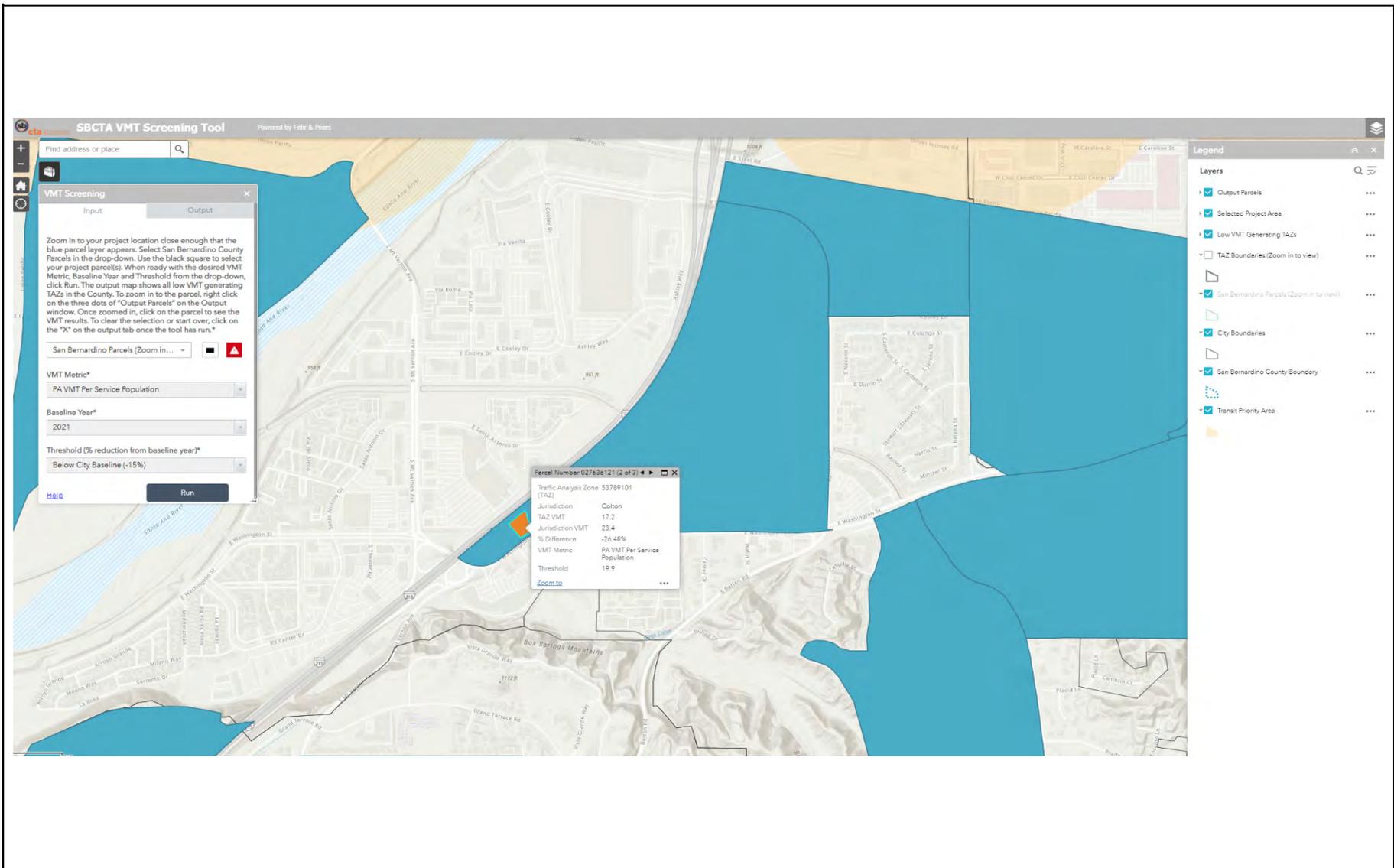


FIGURE 13

La Quinta Inn & Suites
SBCTA Low VMT Areas



The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

9.0 SUMMARY & CONCLUSIONS

The proposed project is forecast to generate 28 new trips in the a.m. peak hour, 23 new trips in the p.m. peak hour, and 293 new daily trips. Based on the intersection and the LOS analysis, all intersections are currently operating at satisfactory LOS and are anticipated to operate at satisfactory LOS under existing with project conditions. Further, all queues under existing without and with project conditions fit within the available storage lengths.

The project is located in TAZ 53789101. The VMT for the TAZ is 17.2 miles and the City VMT is 23.30 miles. The TAZ VMT is 26.48 percent lower than the City's VMT and meets the City's threshold of 15 percent below baseline conditions. Since the project meets the Low VMT Area screening threshold, the project is presumed to have a less than significant impact on VMT and no additional VMT analysis is required.

APPENDIX A: TRAFFIC COUNTS

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
 Start Date : 5/31/2018
 Page No : 1

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

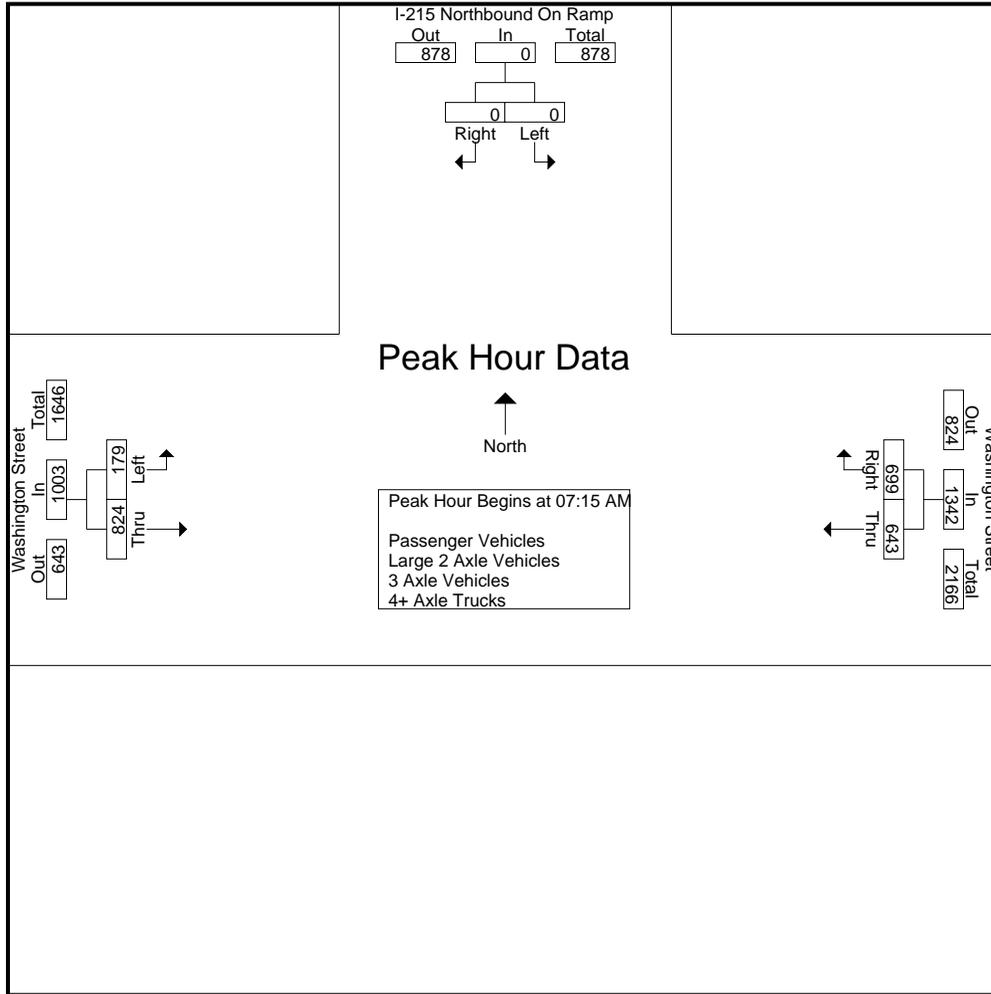
Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	161	171	332	24	156	180	512
07:15 AM	0	0	0	161	196	357	56	175	231	588
07:30 AM	0	0	0	200	203	403	50	211	261	664
07:45 AM	0	0	0	142	132	274	50	234	284	558
Total	0	0	0	664	702	1366	180	776	956	2322
08:00 AM	0	0	0	140	168	308	23	204	227	535
08:15 AM	0	0	0	125	154	279	25	198	223	502
08:30 AM	0	0	0	137	168	305	29	172	201	506
08:45 AM	0	0	0	110	123	233	28	181	209	442
Total	0	0	0	512	613	1125	105	755	860	1985
Grand Total	0	0	0	1176	1315	2491	285	1531	1816	4307
Apprch %	0	0		47.2	52.8		15.7	84.3		
Total %	0	0		27.3	30.5	57.8	6.6	35.5	42.2	
Passenger Vehicles	0	0	0	1148	1290	2438	279	1484	1763	4201
% Passenger Vehicles	0	0	0	97.6	98.1	97.9	97.9	96.9	97.1	97.5
Large 2 Axle Vehicles	0	0	0	26	18	44	5	42	47	91
% Large 2 Axle Vehicles										
3 Axle Vehicles	0	0	0	2	4	6	0	4	4	10
% 3 Axle Vehicles	0	0	0	0.2	0.3	0.2	0	0.3	0.2	0.2
4+ Axle Trucks	0	0	0	0	3	3	1	1	2	5
% 4+ Axle Trucks	0	0	0	0	0.2	0.1	0.4	0.1	0.1	0.1

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	161	196	357	56	175	231	588
07:30 AM	0	0	0	200	203	403	50	211	261	664
07:45 AM	0	0	0	142	132	274	50	234	284	558
08:00 AM	0	0	0	140	168	308	23	204	227	535
Total Volume	0	0	0	643	699	1342	179	824	1003	2345
% App. Total	0	0		47.9	52.1		17.8	82.2		
PHF	.000	.000	.000	.804	.861	.833	.799	.880	.883	.883

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

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:15 AM		
+0 mins.	0	0	0	161	171	332	56	175	231
+15 mins.	0	0	0	161	196	357	50	211	261
+30 mins.	0	0	0	200	203	403	50	234	284
+45 mins.	0	0	0	142	132	274	23	204	227
Total Volume	0	0	0	664	702	1366	179	824	1003
% App. Total	0	0	0	48.6	51.4		17.8	82.2	
PHF	.000	.000	.000	.830	.865	.847	.799	.880	.883

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
 Start Date : 5/31/2018
 Page No : 1

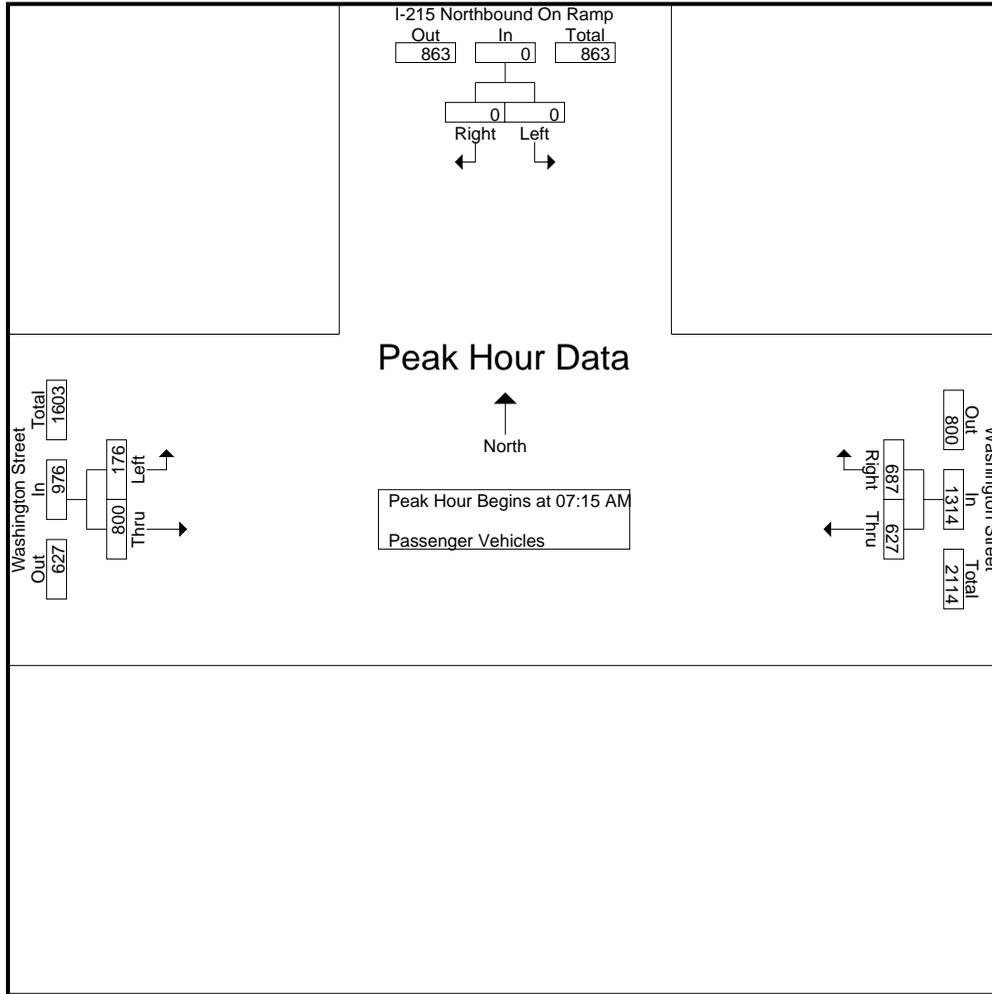
Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	160	168	328	23	150	173	501
07:15 AM	0	0	0	157	193	350	55	170	225	575
07:30 AM	0	0	0	196	200	396	50	205	255	651
07:45 AM	0	0	0	138	130	268	48	227	275	543
Total	0	0	0	651	691	1342	176	752	928	2270
08:00 AM	0	0	0	136	164	300	23	198	221	521
08:15 AM	0	0	0	120	152	272	25	194	219	491
08:30 AM	0	0	0	134	163	297	28	168	196	493
08:45 AM	0	0	0	107	120	227	27	172	199	426
Total	0	0	0	497	599	1096	103	732	835	1931
Grand Total	0	0	0	1148	1290	2438	279	1484	1763	4201
Apprch %	0	0		47.1	52.9		15.8	84.2		
Total %	0	0		27.3	30.7	58	6.6	35.3	42	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	157	193	350	55	170	225	575
07:30 AM	0	0	0	196	200	396	50	205	255	651
07:45 AM	0	0	0	138	130	268	48	227	275	543
08:00 AM	0	0	0	136	164	300	23	198	221	521
Total Volume	0	0	0	627	687	1314	176	800	976	2290
% App. Total	0	0		47.7	52.3		18	82		
PHF	.000	.000	.000	.800	.859	.830	.800	.881	.887	.879

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	157	193	350	55	170	225
+15 mins.	0	0	0	196	200	396	50	205	255
+30 mins.	0	0	0	138	130	268	48	227	275
+45 mins.	0	0	0	136	164	300	23	198	221
Total Volume	0	0	0	627	687	1314	176	800	976
% App. Total	0	0	0	47.7	52.3		18	82	
PHF	.000	.000	.000	.800	.859	.830	.800	.881	.887

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
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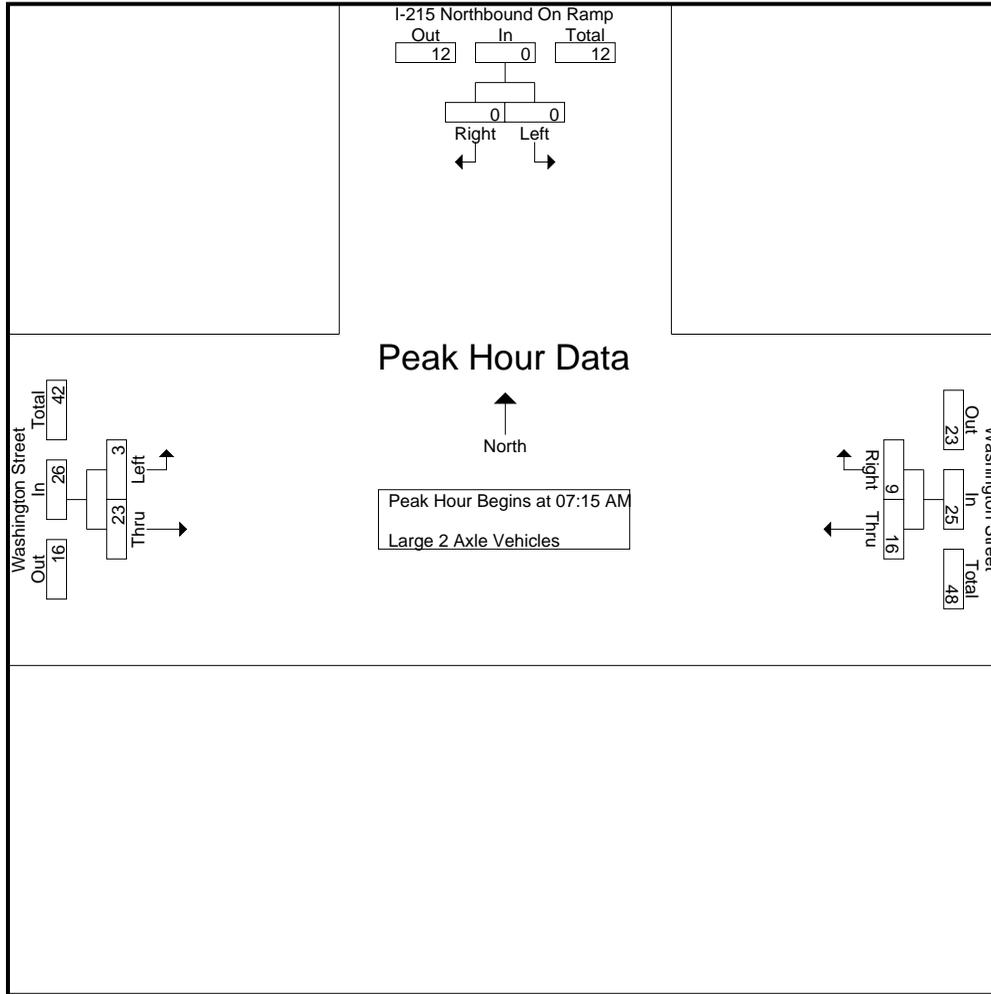
Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	0	1	0	5	5	6
07:15 AM	0	0	0	4	2	6	1	5	6	12
07:30 AM	0	0	0	4	3	7	0	6	6	13
07:45 AM	0	0	0	4	1	5	2	6	8	13
Total	0	0	0	13	6	19	3	22	25	44
08:00 AM	0	0	0	4	3	7	0	6	6	13
08:15 AM	0	0	0	4	2	6	0	4	4	10
08:30 AM	0	0	0	3	5	8	1	3	4	12
08:45 AM	0	0	0	2	2	4	1	7	8	12
Total	0	0	0	13	12	25	2	20	22	47
Grand Total	0	0	0	26	18	44	5	42	47	91
Apprch %	0	0		59.1	40.9		10.6	89.4		
Total %	0	0		28.6	19.8	48.4	5.5	46.2	51.6	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	4	2	6	1	5	6	12
07:30 AM	0	0	0	4	3	7	0	6	6	13
07:45 AM	0	0	0	4	1	5	2	6	8	13
08:00 AM	0	0	0	4	3	7	0	6	6	13
Total Volume	0	0	0	16	9	25	3	23	26	51
% App. Total	0	0		64	36		11.5	88.5		
PHF	.000	.000	.000	1.00	.750	.893	.375	.958	.813	.981

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	4	2	6	1	5	6
+15 mins.	0	0	0	4	3	7	0	6	6
+30 mins.	0	0	0	4	1	5	2	6	8
+45 mins.	0	0	0	4	3	7	0	6	6
Total Volume	0	0	0	16	9	25	3	23	26
% App. Total	0	0	0	64	36		11.5	88.5	
PHF	.000	.000	.000	1.000	.750	.893	.375	.958	.813

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
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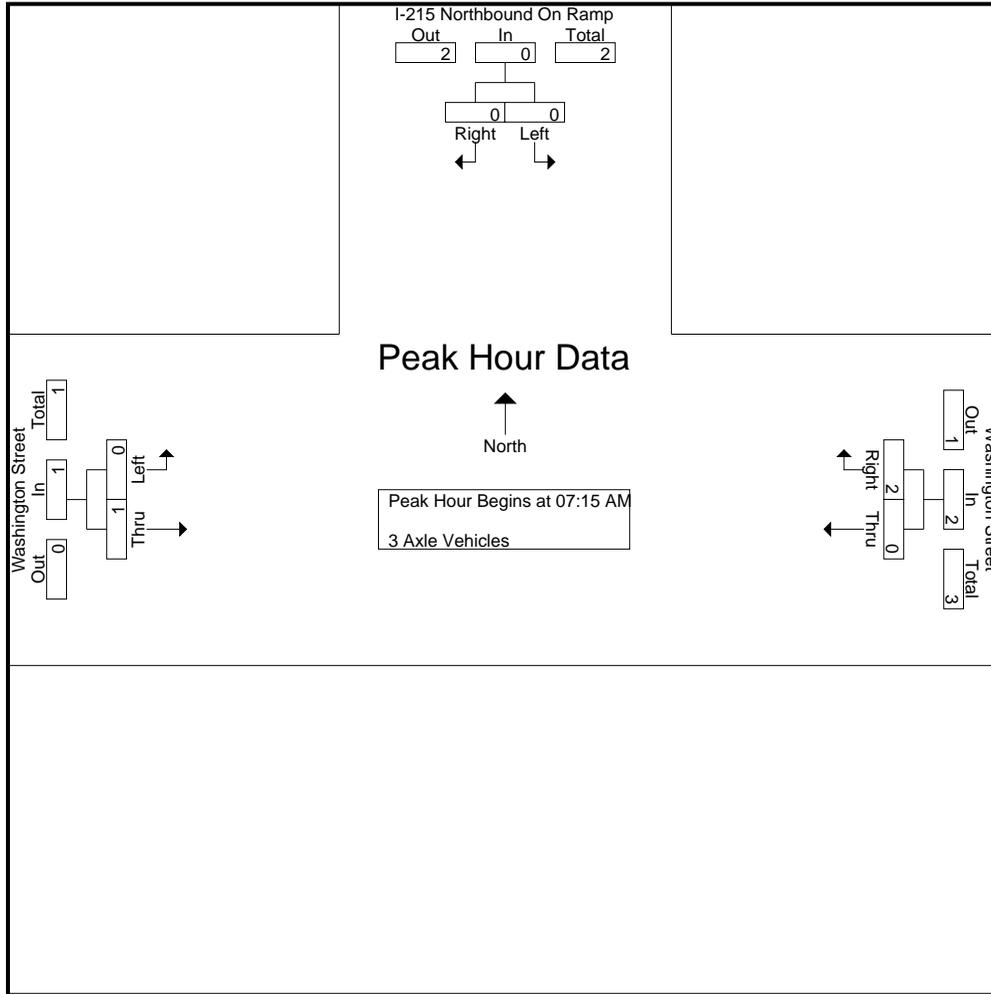
Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	1	1	0	1	1	2
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	2	2	0	2	2	4
08:00 AM	0	0	0	0	1	1	0	0	0	1
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	1	1	2	0	1	1	3
Total	0	0	0	2	2	4	0	2	2	6
Grand Total	0	0	0	2	4	6	0	4	4	10
Apprch %	0	0		33.3	66.7		0	100		
Total %	0	0		20	40	60	0	40	40	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	2	2	0	1	1	3
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.500	.500	.000	.250	.250	.750

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

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

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

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
 Start Date : 5/31/2018
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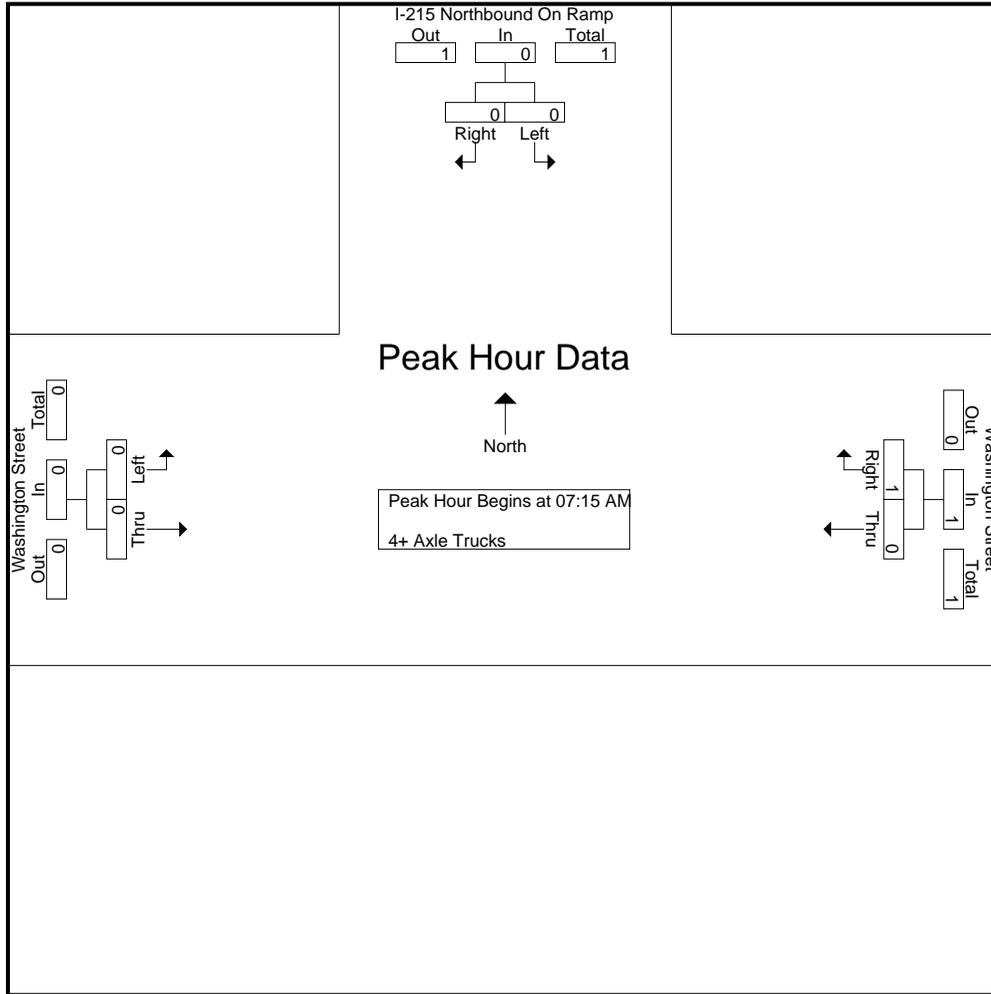
Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	2	2	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	3	3	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	3	3	1	1	2	5
Apprch %	0	0		0	100		50	50		
Total %	0	0		0	60	60	20	20	40	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington AM
 Site Code : 05718426
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
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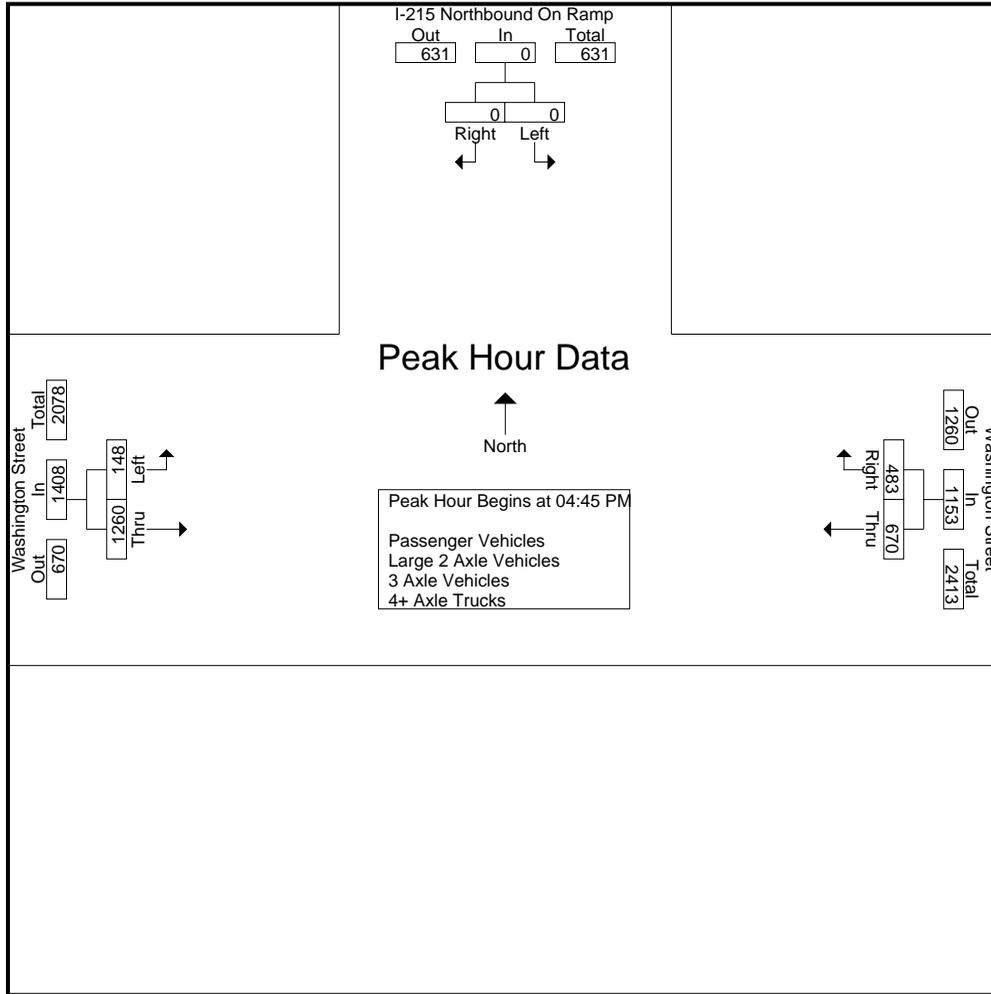
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	165	109	274	31	306	337	611
04:15 PM	0	0	0	191	134	325	23	270	293	618
04:30 PM	0	0	0	151	135	286	37	284	321	607
04:45 PM	0	0	0	166	124	290	37	333	370	660
Total	0	0	0	673	502	1175	128	1193	1321	2496
05:00 PM	0	0	0	165	122	287	43	305	348	635
05:15 PM	0	0	0	173	139	312	24	310	334	646
05:30 PM	0	0	0	166	98	264	44	312	356	620
05:45 PM	0	0	0	180	123	303	32	280	312	615
Total	0	0	0	684	482	1166	143	1207	1350	2516
Grand Total	0	0	0	1357	984	2341	271	2400	2671	5012
Apprch %	0	0	0	58	42		10.1	89.9		
Total %	0	0	0	27.1	19.6	46.7	5.4	47.9	53.3	
Passenger Vehicles	0	0	0	1332	968	2300	268	2368	2636	4936
% Passenger Vehicles	0	0	0	98.2	98.4	98.2	98.9	98.7	98.7	98.5
Large 2 Axle Vehicles	0	0	0	23	14	37	3	26	29	66
% Large 2 Axle Vehicles										
3 Axle Vehicles	0	0	0	1	0	1	0	2	2	3
% 3 Axle Vehicles	0	0	0	0.1	0	0	0	0.1	0.1	0.1
4+ Axle Trucks	0	0	0	1	2	3	0	4	4	7
% 4+ Axle Trucks	0	0	0	0.1	0.2	0.1	0	0.2	0.1	0.1

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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	0	0	0	166	124	290	37	333	370	660
05:00 PM	0	0	0	165	122	287	43	305	348	635
05:15 PM	0	0	0	173	139	312	24	310	334	646
05:30 PM	0	0	0	166	98	264	44	312	356	620
Total Volume	0	0	0	670	483	1153	148	1260	1408	2561
% App. Total	0	0	0	58.1	41.9		10.5	89.5		
PHF	.000	.000	.000	.968	.869	.924	.841	.946	.951	.970

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:45 PM		
+0 mins.	0	0	0	191	134	325	37	333	370
+15 mins.	0	0	0	151	135	286	43	305	348
+30 mins.	0	0	0	166	124	290	24	310	334
+45 mins.	0	0	0	165	122	287	44	312	356
Total Volume	0	0	0	673	515	1188	148	1260	1408
% App. Total	0	0	0	56.6	43.4		10.5	89.5	
PHF	.000	.000	.000	.881	.954	.914	.841	.946	.951

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
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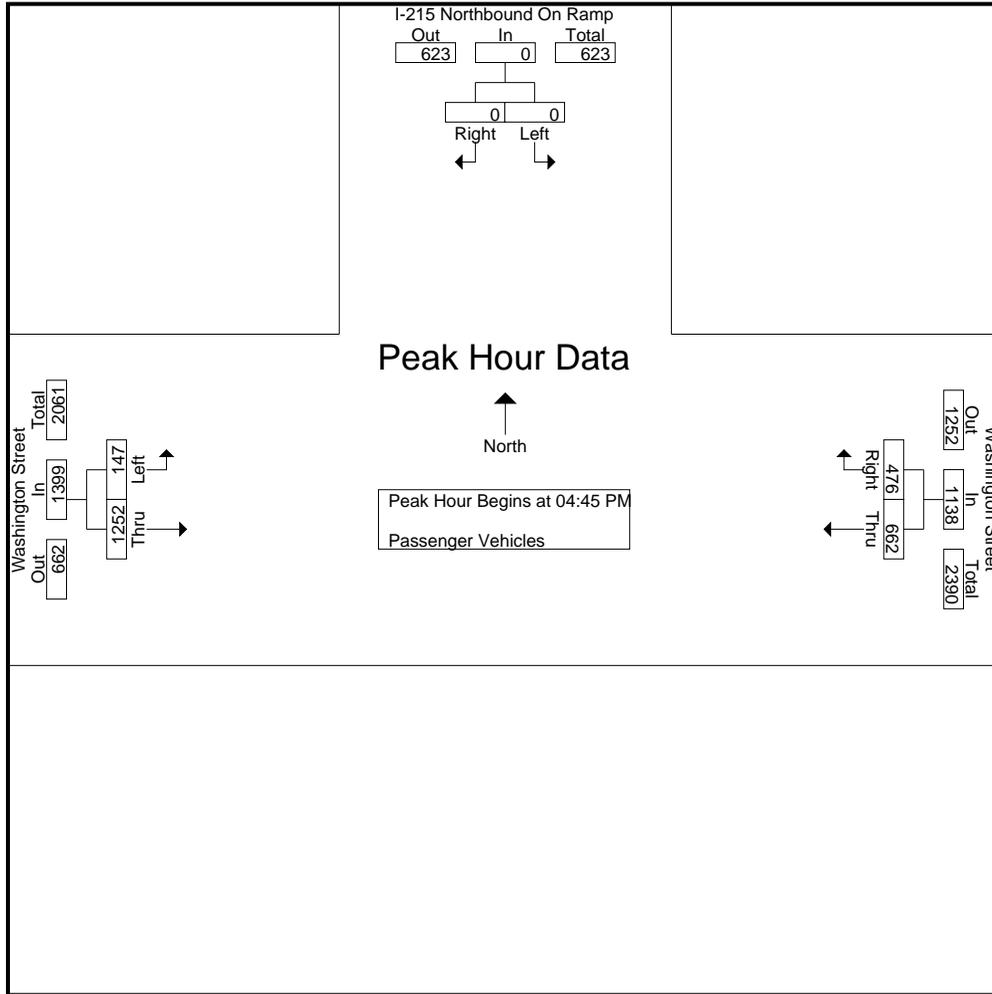
Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	158	107	265	29	295	324	589
04:15 PM	0	0	0	189	132	321	23	262	285	606
04:30 PM	0	0	0	148	130	278	37	281	318	596
04:45 PM	0	0	0	165	122	287	37	332	369	656
Total	0	0	0	660	491	1151	126	1170	1296	2447
05:00 PM	0	0	0	163	120	283	43	301	344	627
05:15 PM	0	0	0	173	138	311	23	309	332	643
05:30 PM	0	0	0	161	96	257	44	310	354	611
05:45 PM	0	0	0	175	123	298	32	278	310	608
Total	0	0	0	672	477	1149	142	1198	1340	2489
Grand Total	0	0	0	1332	968	2300	268	2368	2636	4936
Apprch %	0	0		57.9	42.1		10.2	89.8		
Total %	0	0		27	19.6	46.6	5.4	48	53.4	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	165	122	287	37	332	369	656
05:00 PM	0	0	0	163	120	283	43	301	344	627
05:15 PM	0	0	0	173	138	311	23	309	332	643
05:30 PM	0	0	0	161	96	257	44	310	354	611
Total Volume	0	0	0	662	476	1138	147	1252	1399	2537
% App. Total	0	0		58.2	41.8		10.5	89.5		
PHF	.000	.000	.000	.957	.862	.915	.835	.943	.948	.967

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
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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		
+0 mins.	0	0	0	165	122	287	37	332	369
+15 mins.	0	0	0	163	120	283	43	301	344
+30 mins.	0	0	0	173	138	311	23	309	332
+45 mins.	0	0	0	161	96	257	44	310	354
Total Volume	0	0	0	662	476	1138	147	1252	1399
% App. Total	0	0	0	58.2	41.8		10.5	89.5	
PHF	.000	.000	.000	.957	.862	.915	.835	.943	.948

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
 Page No : 1

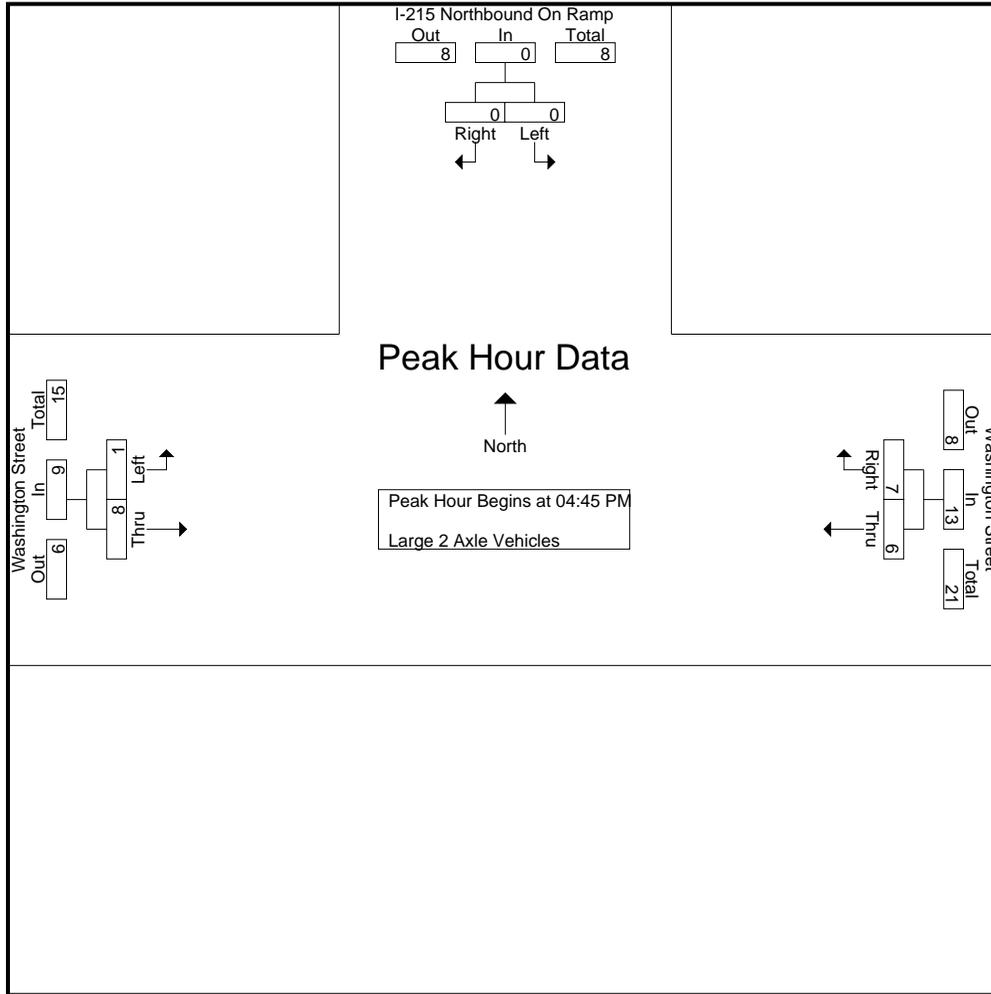
Groups Printed- Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	7	1	8	2	7	9	17
04:15 PM	0	0	0	2	2	4	0	7	7	11
04:30 PM	0	0	0	3	4	7	0	2	2	9
04:45 PM	0	0	0	1	2	3	0	1	1	4
Total	0	0	0	13	9	22	2	17	19	41
05:00 PM	0	0	0	2	2	4	0	4	4	8
05:15 PM	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	0	0	3	2	5	0	2	2	7
05:45 PM	0	0	0	5	0	5	0	2	2	7
Total	0	0	0	10	5	15	1	9	10	25
Grand Total	0	0	0	23	14	37	3	26	29	66
Apprch %	0	0		62.2	37.8		10.3	89.7		
Total %	0	0		34.8	21.2	56.1	4.5	39.4	43.9	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	1	2	3	0	1	1	4
05:00 PM	0	0	0	2	2	4	0	4	4	8
05:15 PM	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	0	0	3	2	5	0	2	2	7
Total Volume	0	0	0	6	7	13	1	8	9	22
% App. Total	0	0		46.2	53.8		11.1	88.9		
PHF	.000	.000	.000	.500	.875	.650	.250	.500	.563	.688

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
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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		
+0 mins.	0	0	0	1	2	3	0	1	1
+15 mins.	0	0	0	2	2	4	0	4	4
+30 mins.	0	0	0	0	1	1	1	1	2
+45 mins.	0	0	0	3	2	5	0	2	2
Total Volume	0	0	0	6	7	13	1	8	9
% App. Total	0	0	0	46.2	53.8		11.1	88.9	
PHF	.000	.000	.000	.500	.875	.650	.250	.500	.563

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
 Page No : 1

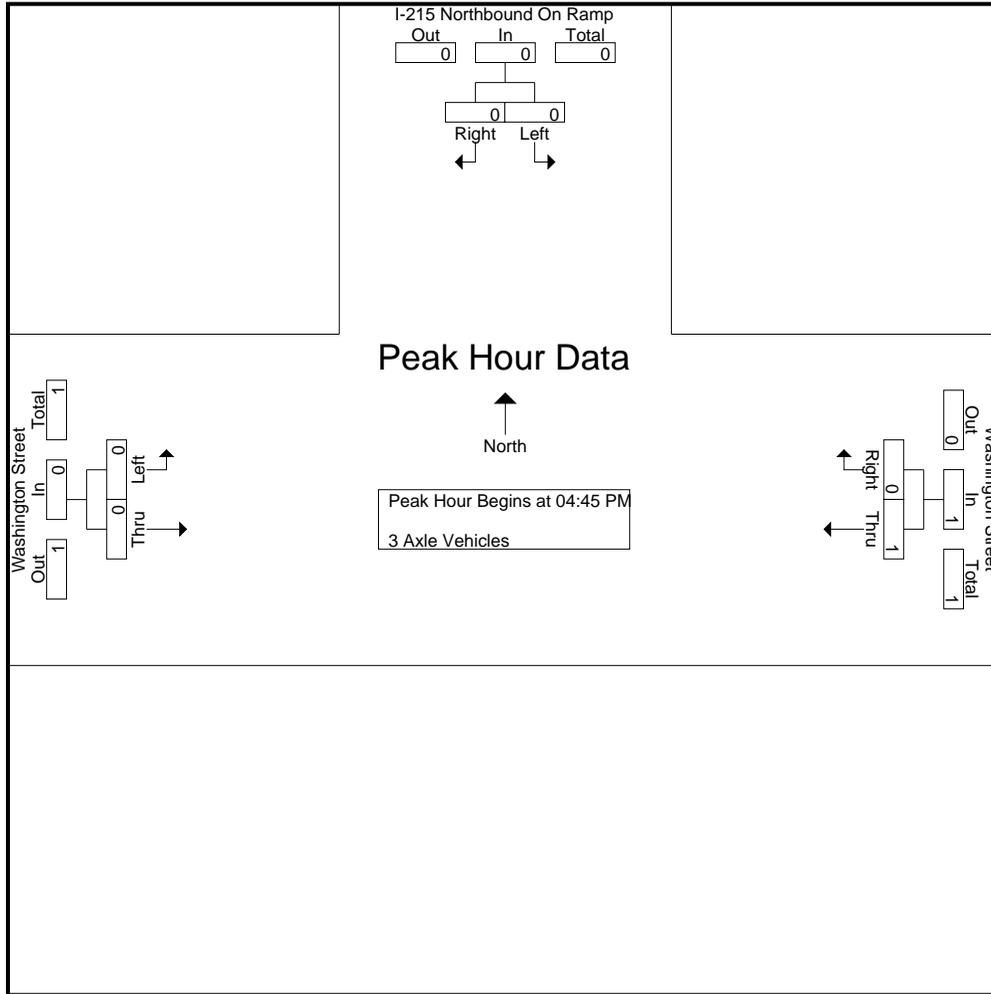
Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	1	0	1	0	2	2	3
Apprch %	0	0		100	0		0	100		
Total %	0	0		33.3	0	33.3	0	66.7	66.7	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
 Start Date : 5/31/2018
 Page No : 1

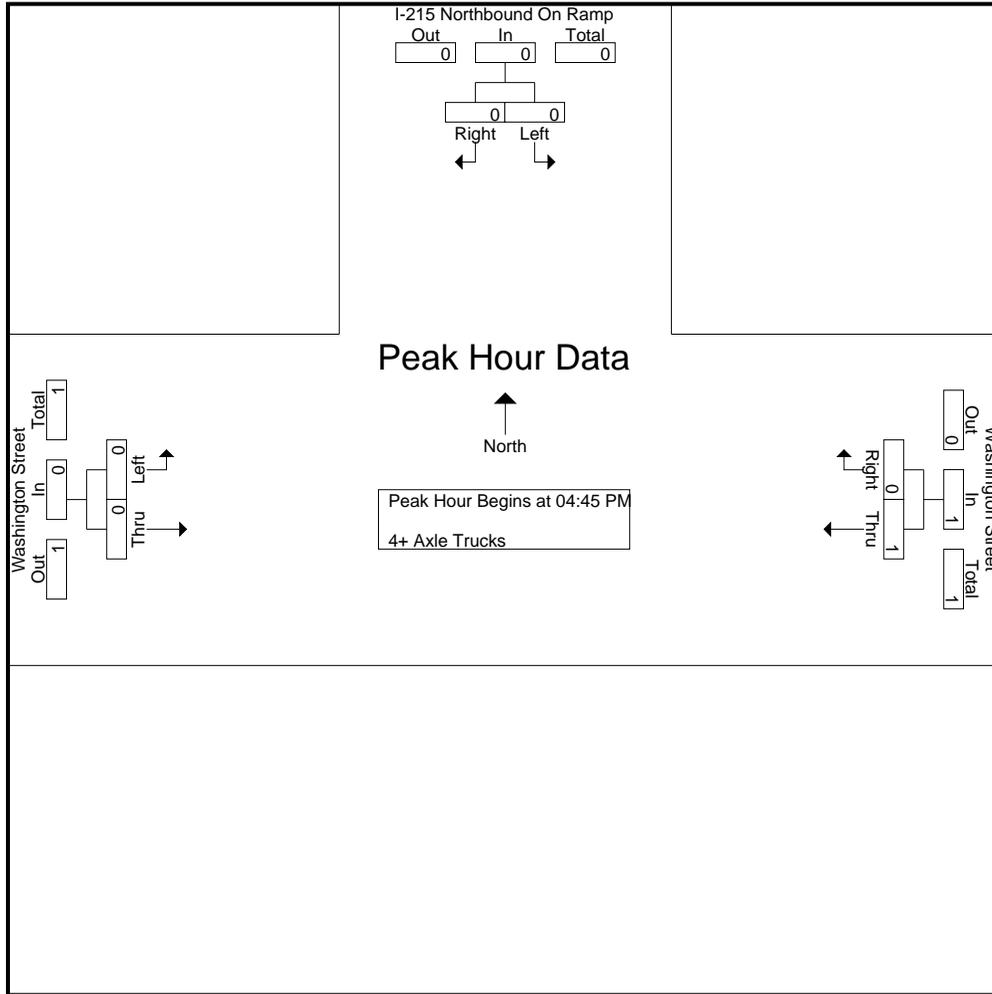
Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	2	3
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	1	1	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	4	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	1	2	3	0	4	4	7
Apprch %	0	0		33.3	66.7		0	100		
Total %	0	0		14.3	28.6	42.9	0	57.1	57.1	

Start Time	I-215 Northbound On Ramp Southbound			Washington Street Westbound			Washington Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

City of Colton
 N/S: I-215 Northbound On Ramp
 E/W: Washington Street
 Weather: Clear

File Name : 17_COL_215N On_Washington PM
 Site Code : 05718426
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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		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0	0	100	0	100	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

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

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	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
3 . I-215 Northbound On-Ramp/Washington Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	176	3	0	0	5	181	147	1	0	0	2	149
EBT	800	23	1	0	37	837	1,252	8	0	0	12	1,264
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	627	16	0	0	24	651	662	6	1	1	14	676
WBR	687	9	2	1	21	708	476	7	0	0	11	487
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	863	12	2	1	26	889	623	8	0	0	13	636
Total	863	12	2	1	26	889	623	8	0	0	13	636
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	1,314	25	2	1	45	1,359	1,138	13	1	1	25	1,163
Departure	800	23	1	0	37	837	1,252	8	0	0	12	1,264
Total	2,114	48	3	1	82	2,196	2,390	21	1	1	37	2,427
West Leg												
Approach	976	26	1	0	42	1,018	1,399	9	0	0	14	1,413
Departure	627	16	0	0	24	651	662	6	1	1	14	676
Total	1,603	42	1	0	66	1,669	2,061	15	1	1	28	2,089
Total Approaches												
Approach	2,290	51	3	1	87	2,377	2,537	22	1	1	39	2,576
Departure	2,290	51	3	1	87	2,377	2,537	22	1	1	39	2,576
Total	4,580	102	6	2	174	4,754	5,074	44	2	2	78	5,152

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 %
3 . I-215 Northbound On-Ramp/Washington Street								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	176	3	179	1.68%	147	1	148	0.68%
EBT	800	24	824	2.91%	1,252	8	1,260	0.63%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	627	16	643	2.49%	662	8	670	1.19%
WBR	687	12	699	1.72%	476	7	483	1.45%
North Leg								
Approach	0	0	0		0	0	0	
Departure	863	15	878		623	8	631	
Total	863	15	878	1.7%	623	8	631	1.3%
South Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	1,314	28	1,342		1,138	15	1,153	
Departure	800	24	824		1,252	8	1,260	
Total	2,114	52	2,166	2.4%	2,390	23	2,413	1.0%
West Leg								
Approach	976	27	1,003		1,399	9	1,408	
Departure	627	16	643		662	8	670	
Total	1,603	43	1,646	2.6%	2,061	17	2,078	0.8%
Total Approaches								
Approach	2,290	55	2,345		2,537	24	2,561	
Departure	2,290	55	2,345		2,537	24	2,561	
Total	4,580	110	4,690	2.3%	5,074	48	5,122	0.9%

Table B-3: Existing With Adjustment Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Exist PCE Volume	% Growth	Total Growth	Exist W. Growth	Exist PCE Volume	% Growth	Total Growth	Exist W. Growth
3 . I-215 Northbound On-Ramp/Washington Street								
NBL	0	6.00%	0	0	0	6.00%	0	0
NBT	0	6.00%	0	0	0	6.00%	0	0
NBR	0	6.00%	0	0	0	6.00%	0	0
SBL	0	6.00%	0	0	0	6.00%	0	0
SBT	0	6.00%	0	0	0	6.00%	0	0
SBR	0	6.00%	0	0	0	6.00%	0	0
EBL	181	6.00%	11	192	149	6.00%	9	158
EBT	837	6.00%	50	887	1,264	6.00%	76	1,340
EBR	0	6.00%	0	0	0	6.00%	0	0
WBL	0	6.00%	0	0	0	6.00%	0	0
WBT	651	6.00%	39	690	676	6.00%	41	717
WBR	708	6.00%	42	750	487	6.00%	29	516
North Leg								
Approach	0	18.00%	0	0	0	18.00%	0	0
Departure	889	18.00%	53	942	636	18.00%	38	674
Total	889	36.00%	53	942	636	36.00%	38	674
South Leg								
Approach	0	18.00%	0	0	0	18.00%	0	0
Departure	0	18.00%	0	0	0	18.00%	0	0
Total	0	36.00%	0	0	0	36.00%	0	0
East Leg								
Approach	1,359	18.00%	81	1,440	1,163	18.00%	70	1,233
Departure	837	18.00%	50	887	1,264	18.00%	76	1,340
Total	2,196	36.00%	131	2,327	2,427	36.00%	146	2,573
West Leg								
Approach	1,018	18.00%	61	1,079	1,413	18.00%	85	1,498
Departure	651	18.00%	39	690	676	18.00%	41	717
Total	1,669	36.00%	100	1,769	2,089	36.00%	126	2,215
Total Approaches								
Approach	2,377	72.00%	142	2,519	2,576	72.00%	155	2,731
Departure	2,377	72.00%	142	2,519	2,576	72.00%	155	2,731
Total	4,754	144.00%	284	5,038	5,152	144.00%	310	5,462

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist WP	Exist PCE Volume	Project Trips	Exist WP
1 . Driveway 1/Washington Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	8	8	0	5	5
EBL	0	0	0	0	0	0
EBT	1,079	13	1,092	1,498	13	1,511
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	690	8	698	717	5	722
WBR	0	1	1	0	1	1
North Leg						
Approach	0	8	8	0	5	5
Departure	0	1	1	0	1	1
Total	0	9	9	0	6	6
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	690	9	699	717	6	723
Departure	1,079	13	1,092	1,498	13	1,511
Total	1,769	22	1,791	2,215	19	2,234
West Leg						
Approach	1,079	13	1,092	1,498	13	1,511
Departure	690	16	706	717	10	727
Total	1,769	29	1,798	2,215	23	2,238
Total Approaches						
Approach	1,769	30	1,799	2,215	24	2,239
Departure	1,769	30	1,799	2,215	24	2,239
Total	3,538	60	3,598	4,430	48	4,478

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist WP	Exist PCE Volume	Project Trips	Exist WP
2 . Driveway 2/Washington Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	8	8	0	5	5
EBL	0	9	9	0	10	10
EBT	1,079	4	1,083	1,498	3	1,501
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	690	1	691	717	1	718
WBR	0	2	2	0	2	2
North Leg						
Approach	0	8	8	0	5	5
Departure	0	11	11	0	12	12
Total	0	19	19	0	17	17
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	690	3	693	717	3	720
Departure	1,079	4	1,083	1,498	3	1,501
Total	1,769	7	1,776	2,215	6	2,221
West Leg						
Approach	1,079	13	1,092	1,498	13	1,511
Departure	690	9	699	717	6	723
Total	1,769	22	1,791	2,215	19	2,234
Total Approaches						
Approach	1,769	24	1,793	2,215	21	2,236
Departure	1,769	24	1,793	2,215	21	2,236
Total	3,538	48	3,586	4,430	42	4,472

Table B-4: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist WP	Exist PCE Volume	Project Trips	Exist WP
3 . I-215 Northbound On-Ramp/Washington Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	192	0	192	158	0	158
EBT	887	4	891	1,340	3	1,343
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	690	3	693	717	3	720
WBR	750	0	750	516	0	516
North Leg						
Approach	0	0	0	0	0	0
Departure	942	0	942	674	0	674
Total	942	0	942	674	0	674
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	1,440	3	1,443	1,233	3	1,236
Departure	887	4	891	1,340	3	1,343
Total	2,327	7	2,334	2,573	6	2,579
West Leg						
Approach	1,079	4	1,083	1,498	3	1,501
Departure	690	3	693	717	3	720
Total	1,769	7	1,776	2,215	6	2,221
Total Approaches						
Approach	2,519	7	2,526	2,731	6	2,737
Departure	2,519	7	2,526	2,731	6	2,737
Total	5,038	14	5,052	5,462	12	5,474

APPENDIX C: LEVEL OF SERVICE WORKSHEETS

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	192	887	690	750	0	0
Future Vol, veh/h	192	887	690	750	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	-	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	209	964	750	815	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1565	0	-	0	1962 783
Stage 1	-	-	-	-	1158 -
Stage 2	-	-	-	-	804 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	428	-	-	-	75 341
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	378 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	428	-	-	-	38 341
Mov Cap-2 Maneuver	-	-	-	-	102 -
Stage 1	-	-	-	-	133 -
Stage 2	-	-	-	-	378 -

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	428	-	-	-	-
HCM Lane V/C Ratio	0.488	-	-	-	-
HCM Control Delay (s)	21.2	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	2.6	-	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	158	1340	717	516	0	0
Future Vol, veh/h	158	1340	717	516	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	105	-	-	-	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	172	1457	779	561	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1340	0	-	0	1987
Stage 1	-	-	-	-	1060
Stage 2	-	-	-	-	927
Critical Hdwy	4.1	-	-	-	6.25
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	2.2	-	-	-	3.65
Pot Cap-1 Maneuver	521	-	-	-	73
Stage 1	-	-	-	-	292
Stage 2	-	-	-	-	325
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	521	-	-	-	49
Mov Cap-2 Maneuver	-	-	-	-	132
Stage 1	-	-	-	-	196
Stage 2	-	-	-	-	325

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	521	-	-	-	-
HCM Lane V/C Ratio	0.33	-	-	-	-
HCM Control Delay (s)	15.3	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Traffic Vol, veh/h	0	1092	698	1	0	8
Future Vol, veh/h	0	1092	698	1	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1241	793	1	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	608
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑↑	↑↑			↗
Traffic Vol, veh/h	9	1083	691	2	0	8
Future Vol, veh/h	9	1083	691	2	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	1177	751	2	0	9

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	753	0	-	0	-	377
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	866	-	-	-	0	626
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	866	-	-	-	-	626
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	866	-	-	-	626
HCM Lane V/C Ratio	0.011	-	-	-	0.014
HCM Control Delay (s)	9.2	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	192	891	693	750	0	0
Future Vol, veh/h	192	891	693	750	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	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	209	968	753	815	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1568	0	-	0	1966 784
Stage 1	-	-	-	-	1161 -
Stage 2	-	-	-	-	805 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	426	-	-	-	75 340
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	426	-	-	-	38 340
Mov Cap-2 Maneuver	-	-	-	-	102 -
Stage 1	-	-	-	-	132 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	426	-	-	-	-
HCM Lane V/C Ratio	0.49	-	-	-	-
HCM Control Delay (s)	21.3	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	2.6	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↑
Traffic Vol, veh/h	0	1511	722	1	0	5
Future Vol, veh/h	0	1511	722	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1558	744	1	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	373
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0 630
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 630
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	630
HCM Lane V/C Ratio	-	-	-	0.008
HCM Control Delay (s)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑↑	↑↑			↘
Traffic Vol, veh/h	10	1501	718	2	0	5
Future Vol, veh/h	10	1501	718	2	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	-	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	1632	780	2	0	5

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	782	0	-	0	-	391
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	845	-	-	-	0	614
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	845	-	-	-	-	614
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	845	-	-	-	614
HCM Lane V/C Ratio	0.013	-	-	-	0.009
HCM Control Delay (s)	9.3	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑		↘	
Traffic Vol, veh/h	158	1343	720	516	0	0
Future Vol, veh/h	158	1343	720	516	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	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	172	1460	783	561	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1344	0	-	0	1992 672
Stage 1	-	-	-	-	1064 -
Stage 2	-	-	-	-	928 -
Critical Hdwy	4.1	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	2.2	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	519	-	-	-	72 403
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	324 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	519	-	-	-	48 403
Mov Cap-2 Maneuver	-	-	-	-	131 -
Stage 1	-	-	-	-	194 -
Stage 2	-	-	-	-	324 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	519	-	-	-	-
HCM Lane V/C Ratio	0.331	-	-	-	-
HCM Control Delay (s)	15.3	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	1.4	-	-	-	-